

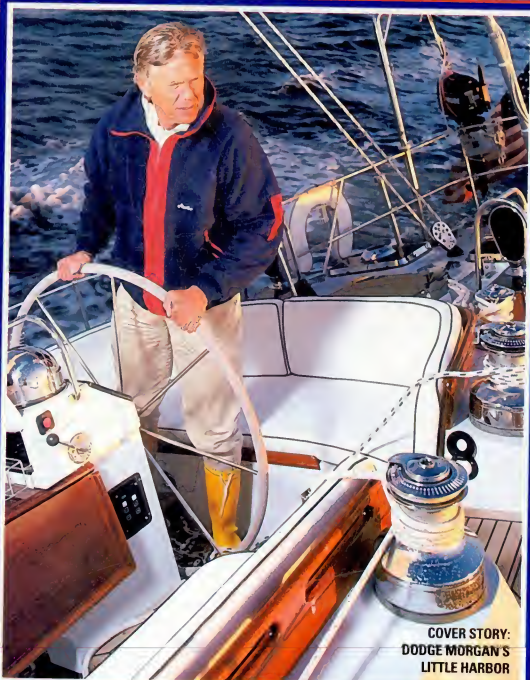
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Practical Guide to
Outdoor Adventure"Sombros
offer shade."YEAR
95

WATER SPORTS IN BAJA CALIFORNIA

WATER WATER EVERYWHERE

and Not a Drop to Drink.

(Traveling Mexico's Baja Peninsula)

For the water sports enthusiast, few travel experiences compare to a road trip through Mexico's Baja peninsula. Surrounded by the Pacific Ocean, the Sea of Cortez, and countless beaches, Baja will amaze you with its rugged beauty and near-perfect climate. Of course, you should be forewarned that whoever designed Baja's exquisite natural features had little spare time to be bothered with such trivial concerns as potable water and asphalt; but for the well-prepared Pathfinder® driver, ex-



Sports Break: Whale Watching

Not unlike mammals of the two-legged, Hawaii-shirt-wearing variety, gray whales also prefer wintering south of the border, and can be best observed in Baja's protected Pacific lagoons: Laguna Ojo de Liebre, Laguna San Ignacio and Bahía Magdalena.

ploring Baja is an adventure that's more than worth the threat of a few potholes and Montezuma's revenge.

Here are some tips and highlights.

Gateway to Baja: The Transpeninsular Highway

Your gateway to Baja's numerous water sports destinations is La Carretera Transpeninsular Benito Juárez, also known by the somewhat less flamboyant name of "Mexico 1." This 1,700-km route passes through spectacular scenery, but with its wandering burros, narrow widths, infrequent fuel-stops, and less-than-vigilant highway maintenance, it is advisable to drive a hardy 4-wheel-drive vehicle and keep your eyes planted on the road.

• Baja territory: Information
and points of interest.



Surfing

Fishing

Sea Kayaking

Scuba Diving

Windsurfing

- 1 The biggest breaks on the entire west coast of North America are at Islas de Todos Santos, sometimes featuring 30-ft. walls.
- 2 La Paz and Cabo San Lucas are two of the world's best fishing destinations for marlin, sailfish and swordfish.
- 3 The most popular routes are in the Sea of Cortez between Mulege and Loreto and Puerto Escondido and La Paz.
- 4 La Paz is perhaps the most popular dive spot in the Sea of Cortez (God's Fish tank), with abundant sea life, water temps averaging 80° F and summer vis exceeding 100 ft.
- 5 Bahía de los Angeles and Bahía Concepción are perfect for beginners. Experts will prefer the high winds of Las Borries, home to the acclaimed Baja Velo Highwind Center.



Useful Spanish Phrases

"Where is the nearest taco vendor?"

¿Dónde está la próxima taquería?

"Where is the nearest bathroom?"

¿Dónde está el próximo baño?

Why Pathfinder? The Nissan® Pathfinder is a strangely built sport utility vehicle that's ideally suited for transportation to Baja's numerous water sports destinations. Its powerful V6 engine and multi-link rear suspension can easily handle Baja's marginal national highway—and even more marginal local roads—while its available 4WD and high ground clearance easily put within reach many of Baja's most beautiful and remote beaches. Also noteworthy for the Baja adventurer are split fold-down rear seatbacks, which can accommodate awkward cargo, and a standard 130-watt, 8-speaker stereo far repeated encores of "La Cucaracha."

For more information on the Nissan Pathfinder, please call us at 1-800-428-7999.

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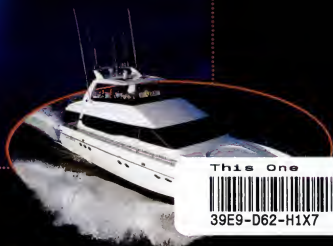
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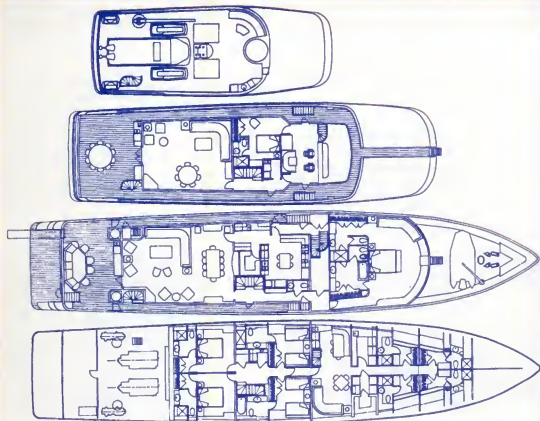
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ESTABLISHED IN 1907



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SUPER YACHT REPORT

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TOM FEXAS, president of Tom Fexas Yacht Design, Inc.



Testimonial 6/92

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Benet

A TARNISHED DREAM

Islands are my dream sailing destination. They always have been. As a child, the high point of the summer was the cruise to Block Island and Martha's Vineyard.

As an adult I have transferred my passion to the Bahamas and less frequently the Caribbean. Whatever the destination, the allure is the same. Cutting loose from the mainland. Getting away from it all to an undiscovered paradise beyond the horizon. At least in theory.

Last fall I went sailing in the Virgin Islands. The trip began in St. Thomas with the annual meeting of the National Marine Manufacturers Association, where the mood was positively ebullient. From there it was a short hop to the Bitter End Yacht Club on Virgin Gorda, in the British Virgin Islands.

The contrast between the two destinations was Gothic. From the deck the two islands look the same. But, sadly, that is the only similarity. Away from the sheltered enclaves of the resort hotels and marinas, St. Thomas resembles a tropical version of the South Bronx or Watts. The hulks of rusting cars and garbage-filled lots speak volumes of trouble in Paradise. It was no surprise, then, to find a warning in the hotel room that it was not safe to walk beyond the boundaries of the hotel or not to risk driving a rental car at night; taxis were safer.

By contrast the British Virgins are redolent with pride of possession as well as place, which makes them such a popular destination for charterers in St. Thomas as well as Tortola. No junked cars, mounds of discarded tires or roadways strewn with garbage greet the sailor stretching his legs ashore.

At the Bitter End, instead of signs warning of the dangers ashore, there were walking directions to various lookouts and local attractions.

But most telling of all was the fact that the resort's cabins do not even have locks on the doors. To add to the allure, there is a fleet of sailboats including Mistral Olympic One-design Sailboards and Rhodes 19s to J-24s and Freedom 30s for guest use in addition to a flotilla of Boston Whalers and two Alden Ocean Shells.

I was at the Bitter End in November because YACHTING and American Express are sponsors of the Fast Tack Weeks featuring famous sailors like Russell Coutts and Bruce Kirby, who coach and crew alongside the paying guests.

Coming from the U.S., with all the election fury over law and order, made the contrast between St. Thomas and Virgin Gorda even more depressing. I am not sure that all of us who sail in search of islands in the sun can make a difference; it is sorely tempting to limit shoreside excursions to the beach-front bars or just avoid U.S. possessions like the plague. And that's the saddest commentary of all.



Oliver S. Moore III
Publishing Director

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FROM THE READERS

CHART UPDATES CUT DOWN

Nice piece of reporting by Capt. Bill Brogdon in the Nov. 1994 issue ("Navigation: Chart Alert"), though the comment on "...billions of dollars to invest in supercomputers to model next month's weather..." was superfluous. Priorities have to be set, and reliable Wx forecasts carry more economic punch than chart updates. That is probably the simple answer.

The disturbing aspect is that the \$20M cut is a step backward in NOAA's 1995-2005 Strategic Plan and means that digitizing chart information will not be completed in the targeted years. Mandated use of electronic charts is imminent. The Coast Guard needs them to implement vessel traffic control systems in major harbors. They are integral to the success of the PORTS (Physical Oceanographic Real-Time) system, which provides real-time current, water level and wind information for more efficient movement of cargo through busy harbors.

With the large economic gains achievable in these two applications alone, one does question the judgment of budget manipulators in Washington.

While small potatoes in comparison, the recreational yachtsman's purchase of modern electronic aids to navigation is one more market lost in this shortsighted cut.

Parenthetically, charts may become more important if the suit resulting from the grounding of the *Glacier Bay* in Cook Inlet is successful. The plaintiffs—suing for \$55M—argue that available survey technology would have located the obstruction but was not used by the government. By law, NOAA is held accountable for chart accuracy.

John Clotworthy
CompuServe 73647,250

BRITANNIA'S LOG

I am engaged in editing an illustrated book based on the logbooks of the British Royal Yacht, *Britannia*, to be published when she completes her long and distinguished career. I would be very interested in the opportunity to see any good photographs of her taken by any of your readers at any time since she ran her trials, with a view to publication.

I am particularly keen to include illustrations of the *Britannia* not seen before, such as chance meetings or other places while she has been in U.S. waters on her various visits over the years.

Readers can contact me. Anything used will be paid for and acknowledged in the book.

John Crookshank
Ivy House, North St.
Westbourne, Nr. Emsworth
Hampshire, England PO10 8SP



FROM THE READERS

COME ON IN!

We flew in from Michigan to the Annapolis Powerboat Show, and were generally not disappointed. We had a good time, and it was a very nice show overall.

I do have a complaint about an exhibitor. Having seen and read about one of its yachts, I was pleased to see her at the show, but was most disappointed in not being able to board this yacht without an "invitation." Apparently you need \$2.5 million to look around.

If the builders do not wish the general public to view their yacht they shouldn't come to the boat show, and the host should not invite them back to an event where the public pays for the privilege of viewing what is new and exciting.

Roger and Kathy Meyer
Midland, Mich.

BACK ON BOARD

Many years ago, I cancelled my subscription to YACHTING and subscribed to one of your competitors because I felt it was more geared to us "working" owners and provided more useful articles on boat maintenance, basic tips on nav-

igation, electronics, etc., whereas I felt that YACHTING seemed to be more attuned to the East Coast Yachting Establishment market and too often featured articles on super and mega yachts that were vastly beyond the means of the general readership.

Since looking at the last couple of issues, I must admit that my opinion has changed. The magazine now encompasses many of the features that I most enjoy. I like your homey offerings (i.e., The Coyle Family Cruises, etc.) and the more practical articles like the ones in the "Yacht Yard" section (the spread, well researched and laid out, on varnishes was clipped out and is now residing in the Maintenance File on my boat). All very down to earth, entertaining and informative stuff.

George Thein
Oak Brook, Ill.

YACHTING welcomes letters from its readers. All letters must be signed and include an address and daytime phone number. Some may be edited for length or content. YACHTING, 2 Park Ave., New York, NY 10016. Fax (212) 725-1035; CompuServe ID 71230,1466.



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CROSS CURRENTS

Edited by Kenny Wooton

Last fall the EPA, working with the marine industry, proposed the nation's first standards for reducing marine engine exhaust pollution. Industry giant Outboard Marine Corp. has responded to the EPA mandates, which affect new technology only, announcing plans to overhaul its entire outboard line. The \$100-million, 10-year project is expected to produce cleaner and more efficient engines. Several companies have introduced cleaner-burning 4-stroke engines.

EPIRB Registration Yachtsmen must now register their 406 MHz EPIRBs by mailing in a pre-paid, pre-addressed registration card (provided by manufacturers), according to new FCC regulations. Prior to Sept. 23, registration was only recommended. Awareness was raised over the need for timely registration of the devices two years ago when solo sailor Mike Plant was lost at sea. His unregistered EPIRB delayed search and rescue efforts.

Have Another Snort A crewman at last summer's YACHTING Race Week at Block Island was recognized in a contest for having the most unique Mount Gay rum hat. But it wasn't so much the hat that was unique as it was the method by which he kept it from blowing overboard: It was attached by a cord to his nose ring.



Six helicopters manufactured by Bell Helicopter Textron, American Eurocopter, and Classic Helicopters were showcased on a barge of their own at the Superyacht Northwest '94 boat show in Kirkland, Wash., last September. Valued at more than \$20 million, the selection represents the ultimate in water toys for the megayacht owner who can't slow down.

Sabre Silver To mark its 25th year of boatbuilding, Sabre Corp. of Maine exhibited the first hull it ever built, the Sabre 28, at the Newport and Annapolis boat shows last fall. The yacht, *Patience*, is owned by a Maine couple and has been in continuous use since her launching in 1970.

Bridge Clearance A Coast Guard regulation that required a minimum of five vessels and 24-hours' notice for a bridge on the Chicago River to open was overturned by a Federal district court last fall. As many as 850 recreational boats would have been affected by the regulation that also

reduced the hours when bridges could open. The court's decision reinstates the former regulation, which requires bridges to open for boats at all times except during rush hours.

Breathless Rybovich recently delivered this custom 55' sportfisherman (below) to a New Englander who splits his time between the Northeast and South Florida. The yacht, *Breathless*, features two custom Rybovich helm chairs, Rybovich livewell system, Rybovich fighting chair, storage for up to 30 rods, concealed electric teaser



reels, custom tower and ultra-lightweight hardtop. Her top speed is 37 knots with twin Detroit 1271s with DDEC, and her custom fuel tanks give her a range of 450 miles.



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BUT IT SURE BEAT EATING COLD SANDWICHES ON THE RAIL

BY CHARLES BARTHOLD

On my first Bermuda race, we left Newport in huge seas left over from a big storm. The cook made dinner the first night and then proceeded to lose his over the side for the duration. Not pretty. Neither was having peanut butter and jelly sandwiches with soggy bread for breakfast, lunch and dinner for the rest of the race.

It was with great trepidation last year that I entertained the thought of doing this yet again. But when I was told by a friend that he'd signed me up to race on a 93-footer, my hesitancy dissipated. This could be fun, I thought.

The berth I grabbed was on *Essence*, a Ted Hood design owned by a gentleman from Seawanhaka Corinthian YC. We were racing in the Grand Voile class for boats over 80'. Because the race was celebrating the 150th anniversary of the Royal Bermuda YC, the sponsoring Cruising Club of America thought it would be a good idea to add some zest.

We had 17 in the crew. That was overkill, considering the boat had roller furling sails and all the winches were electric. But it was a great bunch and we made sure we had a pleasant time and vowed to tell everyone on the dock in Bermuda what flavor ice cream we had for dinner. (Vanilla).

Before we started, though, we promised ourselves we were going to take the race seriously and win our division, which we did handily (although I'm honor bound to say it was a division of only two boats and the other one dropped out). But given how we signed on with the sailing version of the *Trump Princess* we also decided we were going to do it in style. And that meant more than just three squares and a morning shower. It included a selection of movies the like of which I had never seen before, air conditioning, comfort below and plenty of time to do more than change jibs and get soaking wet.

But it was one of the most invasive, pervasive trappings of shoreside life that attracted our greatest interest—the tube.

The first night out it dawned on us that with an antenna atop the 100' stick we could certainly put that box in the pilothouse to good use. After all, it was only taking up valuable space on the nav station. If we could get the Knicks playoff game it would be some-

thing more than a transistorized bookend.

Click. Ta da! There were the Knicks. And land was nowhere in sight. This was too cool.

And so it went until about 2300 on Friday night when the first call came from belowdeck. It was our watch captain, Morgan Reeser, who normally makes a name for himself sailing much smaller boats. He called up: "Check out Channel 11." Click.



"They're chasing O.J.," somebody shouted. The irony didn't escape us—going to sea to escape the world and its everyday chaos only to end up watching it firsthand.

But who were we to complain? This was certainly a step up from those days on the weather rail waiting for the water in your boots to warm up, hoping the next meal wasn't as bad the previous one and knowing the Gulf Stream was only going to make things worse.

The novelty of that infernal box wore off after a bit and we focused our attention back on the race.

And as I carted my belongings up the hill to the hotel in Hamilton, I met a railbird who had sailed down on another boat. During the walk up he commented on what his evening meals consisted of: beef jerky. I wasn't going to ask if they had ice cream for dessert.... "But, hey, did you hear about O.J.?" □

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SHAPING FOR SPEED WITH TWIST

THE ELEMENT THAT SEPARATES MEN FROM BOYS

BY KEITH TAYLOR

Twist—it's the element that separates the men from the boys, and the women from the girls. Shaping a sail for speed requires a feel for the subtleties that give a trimmer maximum control of the accelerator. Defining twist is easy. Using it to its best advantage depends on a host of



variables like sea condition, wind gradient and the condition of the sails.

In its simplest definition, twist is the amount of sag to leeward in the trailing edge of a sail, or putting it another way, how much the back of the sail falls away from the centerline of the boat. Increased sag or twist in the leech means less power from the sail. As twist decreases, the power available increases.

Twist is needed to present the sail's surface evenly to the wind. All wind passing over a boat twists. The gradient effect of wind means that wind higher up the mast is blowing harder than wind at the surface. Combining this with the boat's forward speed produces a shift in the apparent wind angle seen by the sail. Helped by the twist built into the sail by its sailmaker and by inducing further twist, the trimmer can correct for the change in apparent wind at differing heights.

The simple setting for proper twist is straightforward. Trimming the sail so that

The 50-footer Will powers upwind with minimum twist for maximum effect. Combining twist with the depth of curvature of the sail and the position of maximum draft gives the trimmer all he needs to extract the most from the wind.

it luffs evenly from head to foot will achieve basic shape. After that, take into account the twist you'll need for differing conditions—minimum for flat water where you can use maximum power, or overtwisting in the heavy going to reduce heeling.

The lessons of twist change as circumstances change. Jim Brady, of North Sails, sailed aboard George Andreadis's Mumm 36 *Atalanti VII* in virtually back-to-back events at YACHTING's Key West Race Week and the SORC. They took second in class both times.

Both regattas delivered some extremely windy days, with breezes at times over 30 knots. However, rough onshore conditions at Key West contrasted sharply with the flat water encountered at the SORC, where the wind came off the beach.

"At Key West, we'd steer up to meet the waves more squarely and then fall off for acceleration," Brady explains. "With all that steering, the steering groove had to be wide and the sails forgiving. This was accomplished through increased sail twist. For example, we didn't sheet the main quite as hard as we might. Similarly, we didn't trim the headsail sheet the last one to three inches. The downside of increased twist, however, is less power, and power is needed when the going gets rough. To compensate for the lack of power we opted for slightly larger headsails. Also, we positioned the main's traveler higher than is normal.

"In smooth water at the SORC, we'd point rather than steer up and down. This called for a narrow steering groove, the result of decreased twist. Both sheets were trimmed in hard to increase leech tension on the headsail and mainsail. Also, the runner on this fractional-rigged boat showed maximum tension. This decreases head stay sag, flattens the entry of the headsail, and flattens the sail. All these things further narrow the groove. (If this were a masthead rig, back stay tension would have been maximized.) Know, however, that while fast, a boat with a narrow groove is not forgiving of unskilled or inattentive steering." □

Tall order.

Bruce Anderson of Yorba Linda, CA wanted a big, fast, easy-to-sail cruiser for his family of five that could also be raced competitively in the IMS California 50 class. Designer Bob Perry drew a beamy BOC-inspired hull with a deep bulb keel. Stiff, light balsa-cored construction was provided by Westerly Marine. Below are three lavish cherry veneered staterooms, TV, electric stove & oven, trash compactor...the works. Her name: *Stealth Chicken*.

Bruce chose North Sails because of our broad experience in both racing and cruising boats. We equipped *Stealth Chicken* with a GATORBACK™ Spectra FULLBATTEN™ main that's light, fast, manageable and quiet. For racing Bruce carries a 3DL™ Light #1 genoa, GATORBACK™ Kevlar Heavy #1 and #3 genoas and three TRANSPAC™ polyester chutes. When cruising, he and the family switch to an easy-to-handle SOFT NORLAM™ #2 roller furling genoa with FOAMLUFF.

Bruce wanted a lot out of his new boat. We're proud to have helped him get it.

— Bill Menninger, Manager, North Sails Huntington Beach



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IACC WORLDS FOCUS ATTENTION ON DESIGN

AUSSIES DOMINATE CUP WARM-UP WITH NEWEST BOAT

BY BARRY PICKTHALL

Is race-winning yacht design science, intuition or both? It depends on who's talking. Speaking on the eve of the IACC Canterbury of New Zealand World Championship in San Diego in October, Bill Koch poured scorn on the San Diego-based Reichel-Pugh design team, who worked with his syndicate during the last defense and has now gone over to the Australian camp.

"We've done a lot more testing in the area than Reichel-Pugh, and have come to the conclusion that the obvious improvements they believe they have found are actually slower," he said. "The Australians are banking too much on what Reichel-Pugh picked up from us last time. They are good designers, but not scientists, and this is science."

Koch's comments came during an announcement that he is building a new IACC yacht for his '95 Cup defense team. Of the controversy surrounding the two Australian challengers who stand accused by rival camps of trying to get around the two-boat-limit rule, he said, "I don't care if they build three or four new boats. It's my guess that the Australians' new boat is slower than *America*."

John Bertrand and his crew replied with authority by going out the next day and beating the entire fleet hollow. *OneAustralia*, the pencil-thin design that has undoubtedly set the trend for the next generation of Cup boats, cut through the seas off Pt. Loma to win by 3½ minutes. They continued winning the rest of the week in the races that counted toward championship points, doing a horizon job on the six other boats competing in the regatta, including *America*³.

Koch's team placed a respectable second in the fleet-racing event, but Bertrand's effort was re-



John Bertrand's *one-Australia* (left), was the newest IACC yacht at the regatta. She dominated six earlier-vintage rivals in the Canterbury of New Zealand World Championship in October. The scored portion of the regatta was sailed under a fleet-racing format (above) off San Diego's Pt. Loma. Three more fleet races were held on San Diego Bay.

LOUIS VUITTON CUP DÉFI DUCKS The on-again-off-again challenge of Jacques Dewailly's *Défi France* pulled out of the IACC Worlds at the last minute. The syndicate had a boat ready—*Il Moro di Venezia*, the Italian yacht defeated by *America*³ in the '92 Cup—but decided to keep its focus on the main objective.

HAROLD'S BACK No *America*'s Cup would be complete without the unstoppable Irishman Harold Cudmore. Lacking a British entry last time, he signed on as Bill Koch's personnel advisor. With no British entry this time either, he's signed on with Marc Pejot's *Défi '95* challenge as an advisor on general strategy, international relations and sailing.

BLACK MAGIC? Peter Bloke's Team New Zealand launched its first IACC yacht in September. The boat, Team New Zealand, sports a black hull and black spars, hence its nickname "Black Beast." The team's second IACC yacht is under construction at McMullen & Wing in Auckland. Russell Coutts is the effort's designated skipper.

CITIZEN CUP OLD AND NEW Dennis Conner's new IACC sloop was christened in San Diego November 19.



B

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More New-Product Introductions

Because Sail Expo is owned and operated by the sailing industry itself, the major manufacturers reserve their most important new-product introductions for this premier American sailboat show. You will find more new products exhibited and more complete product lines at Sail Expo than at any other U.S. show, all fully staffed by professionals who can answer your questions. This is the place to find out about what's new on the sailing scene.

An Organized Layout with No Long Lines

Now in its third successful year, Sail Expo is expertly designed and monitored for customer convenience. Here you don't have to jostle your way around crowded docks - there is 300,000 square feet of exhibition space, and the 9-day format distributes the traffic into manageable numbers. Food, coffee, and beverage stations are strategically located around the show, and the rest rooms are large, civilized, and clean.

The Indoor Advantage

Whatever the weather outside, inside Sail Expo it is warm and dry. You can walk all around the yachts of your choice, surveying the whole boat from keel to mast tip, with all sails set. Instead of being jammed into crowded tents, hardware and service products are logically organized in spacious booths that are easily accessed by wide corridors.

The Sailing Pool

Of all the U.S. shows, only Sail Expo has a complete sailing pool where fans create a steady 8-knot breeze, and Optimists, Expos, and model sailboats perform under sail. First-time sailors get a non-intimidating introduction to sailing, qualified kids get to solo the Optis, and the public is invited to compete against top flight sailors in new and very sophisticated radio-controlled model sailboats.*

Historic Boats and

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Special displays will feature important sailboats from the past along with exciting futuristic sailing craft. Leading designers and builders will present concept sketches to test consumer response. Here is your chance to appreciate the past and influence future design.

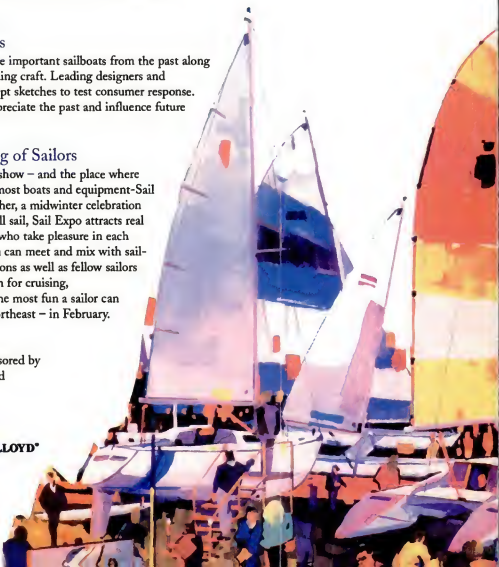
A Unique Gathering of Sailors

Beyond being a top trade show - and the place where more Americans buy the most boats and equipment - Sail Expo is a sailors' get together, a midwinter celebration of the sport. Because it's all sail, Sail Expo attracts real devotees and aficionados, who take pleasure in each other's company. Here you can meet and mix with sailing celebrities and champions as well as fellow sailors who share your enthusiasm for cruising, racing, or daysailing. It's the most fun a sailor can expect to have - in the Northeast - in February.

*The Sailing Pool is sponsored by Vetrotex CertainTeed and R.P. Associates.

*The official outfitter for Sail Expo is

HENRI LLOYD*



Sail Expo '95 Special Events

Saturday, February 4 "One-Design Racing"

Recognizing the special role that One-Design Racing plays in the development of sailors, Sail Expo has a special section devoted to the most popular One-Design Classes. A number of classes hold their annual meetings at Sail Expo, and National and International Champions can compare notes and swap stories at Harken's Expo kickoff party for the One-Design classes. In the evening ASAP will pay tribute to the collegiate All-American sailors at a special industry banquet organized by Sailing World Magazine.

Sunday, February 5 "Women and Sailing"

1995 will be a banner year for female sailors, highlighted by the all-women crew on America³. And all across the sailing spectrum of cruising, racing, daysailing, and windsurfing, women are participating more actively and in greater numbers. On this day, Sail Expo will introduce a number of outstanding female sailors, who will show by example how more women can join the fun and challenge of sailing. Cruising World Magazine will present Tania Acbi, who will talk about her single-handed around-the-world voyage. There will be a special woman's center with demonstrations of engines, electronics and safety gear, plus exhibitions of sailing clothes and tips on skin and eye protection.

Monday, February 6 "Refitting and Upgrading Your Boat"

Every sailor would like to see their boat sail a little faster or look a little better. Defender Industries has organized this special day with experts from the field to tell you how. Leading Sailmakers, Hardware Manufacturers, Paint and Finishing Professionals and Instrument Specialists will be on station with a number of presentations to keep you posted on the latest in boat improvement.

Tuesday, February 7 "Navigation and Marine Electronics"

Ocean Navigator Magazine will present a series of 75 minute classes on celestial navigation, coastal piloting, weather prediction and marine electrical systems. These are established courses run by professional instructors. Along with other lectures from the industry, this is your chance to brush up on the basic navigation skills that provide essential back-up to today's amazingly accurate and convenient electronic equipment.

Wednesday, February 8 "Value Day"

A number of Sail Expo exhibitors have agreed to cut prices from 5% to 20% for purchases made on this special day. If you're one of the many who love a bargain, this is your day to buy and save.

Thursday, February 9 "Safety at Sea"

This is a subject where every sailor can and should learn more. Zodiac of North America, in conjunction with other experts in the field will present the latest in life raft and survival equipment, along with experienced tips on how you can minimize your chances of ever needing them. Heavy weather sailing, man overboard drills and emergency repair procedures will be reviewed in special seminars.

Friday, February 10 "America's Cup Preview"

The America's Cup is still the biggest race in sailing, and the selection trials for the U.S. defender will be under way in California during this week. Sail Expo plans to offer daily updates on the race progress, plus insider information about who is looking good and why, as the field lines up. Expert commentary by designers and participants will provide a preview of what to expect in the final competition.

Saturday, February 11 "Cruising Charters and Destinations"

Cruising is what more sailors do most, and Sunsail has organized a review of exciting ports and islands you can visit on your own boat or via charter. New destinations in the Caribbean, Pacific, and Mediterranean will be presented. In the evening, Sail Magazine will host a Cruisers' Rendezvous, for which all sailors can purchase tickets. Here you can meet fellow sailors, designers, famous cruisers like Lin and Larry Pardey and Herb and Nancy Payson, and members of owner's associations for dinner and drinks in a relaxed setting.

Sunday, February 12 "Last Chance to Buy Day"

This is the latest date you can order your new boat and expect to have it by next summer. Some manufacturers offer special incentives for firm deposits taken at Sail Expo, and this show is your best opportunity for the kind of side-by-side, in-depth comparisons you need for your buying decision.



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Sail Expo is owned and operated by ASAP (American Sail Advancement Program)

markable, considering the crew had only time for one day's practice with their new boat before the series. For Bertrand, who has been out of the America's Cup scene since steering Alan Bond's *Australia II* to victory more than a decade ago, the win was sweet.

Koch is understandably touchy that half the yacht design team that helped to win the America's Cup in 1992 has deserted to lead the Australian challenge, and the other half, in the form of Doug Peterson, now heads Peter Blake's New Zealand assault on the Cup. "They don't have the research tools we have....," he intoned, adding accusingly, "I know that because they tried to buy the tools from us, and when our price was too high, they tried to steal those tools by hiring away some of our people."

John Marshall, general manager of the rival American defense syndicate PACT 95, is less convinced that science alone can win the Cup. "We worked long and hard to get Bruce Nelson on our team, because out of all the American yacht designers, he probably has the greatest affinity and basic understanding of the science involved. His greatest asset is his ability to translate the lessons we learn from the computer and tank tests into working reality. In our case, the designer is an essential member of the team."

Marshall agrees that Koch's scientific approach last time around was successful, but at what cost? "Forty tank tests is a \$4 million ticket right away. His scientists did a lot of testing, but did not make too much progress toward validating their computer codes. They built five boats before they got one that was right."

Marshall, who led Dennis Conner's design team in 1987 and was responsible for the infamous wing-sailed catamaran defender a year later, says that while four wrong answers might be okay to a man of Koch's wealth, PACT's development work has had to be more cost effective. "For every dollar we spend in the tank, we are spending an equal amount in analysis confirming our computer codes. We have only one shot at getting the boat right," he emphasized.

Of *oneAustralia's* success, Marshall could only tip his hat to the design team. "There's no doubt they have done a great job and their second boat will almost certainly be faster. John Bertrand is no dummy. He has a degree from MIT and knows what it takes to win the Cup. He knows how to mix science and design intuition. The Australians are going to be very competitive," he admitted.

The Australians do face one problem that

no one, least of all the Trustee's Committee, appeared to have any answers to during the Worlds. Was their second boat taking shape in Sydney legal? The Trustees had ruled that an independent investigator should travel to Australia to see the level of cooperation that had developed between Bertrand's one-Australia group and Syd Fischer's rival Sail Sydney. If it could be proved that the two are effectively working as one team, then Bertrand's latest design would be the third boat built between them and break the two new-boat rule. The problem for the Trustees was that not one of the senior IYRU judges approached appeared eager to become the fall guy, and by November 15, when the Trustees were due to decide whether there was sufficient evidence to pass to a race jury, an investigation had still not been mounted.

Also having problems last fall were the Japanese. Three days before the World's got under way, their latest boat, *Nippon '94*, lost her rig during training off Pt. Loma. The mast crashed over the side and, aided by the motion of the waves, cut a hole 2'x 6' through the hull to a point below the waterline. The spar sawed halfway through the boat before someone rushed back ashore to get a power saw. They finally got the boat patched up in time to compete in the delayed second race of the series, but proved to be no match for the Australians.

Koch's team, led variously by JJ Isler, New Zealand-born Leslie Egnot and former Whitbread skipper Dawn Riley, ended the series in second place overall, and took the winning gun in the final exhibition race inside San Diego Bay. However, after the team accepted the trophy, the race organizers had to take it back when the race jury ruled that *America's*³, together with *Stars & Stripes* and the PACT 95 training boat, *Spirit of Unum*, had all sailed outside the designated course area before the start. The final trophy was later awarded to John Cutler's *Nippon '92* team, which finished 5th overall in the world series and won \$25,000 for taking first place in the separate bay series.

Dennis Conner's vintage '91 design *Stars & Stripes* finished 4th overall. Though well crewed, she was never on the pace, and Conner and his team could not wait to start sailing their new boat later in November. The PACT 95 team was due to take delivery of its new boat *Young America*, also built at Eric Goetz Custom Boats, on December 8. **RESULTS** (based on the five ocean races): 1) *oneAustralia*, 3 pts.; *America's*¹, 13; *Nippon '94*, 17; *Spirit of Unum*, 18; *Stars & Stripes*, 20; *Nippon '92*, 23; *Vek Rossi*, 29.



Despite a mishap with the chute at the final leeward mark, the *America's* crew won the final exhibition race on San Diego Bay. However, the victory was overturned when the judges disqualified all three American yachts for sailing off the course.

A REMARKABLE ACHIEVEMENT

AUTISSIER MAKES HISTORY IN RECORD RUN TO CAPE TOWN

EDITED BY KEITH TAYLOR



Isabelle Autissier, the French solo yachtswoman, sailed her 60' Jean Beret-designed yacht *Ecureuil Poitou Charentes 2* into the record books late in October when she led The BOC Challenge solo round the world race fleet into Cape Town, South Africa. It was a remark-

able achievement, for in reaching Cape Town five days ahead of her rivals, the 38-year-old sailor slashed more than two days off the old record. She saw no significance in her position as the first woman winner, but was amazed at the margin of her victory. "It is incredible. Even now, I don't think I totally realize what has happened."

American Steve Pettengill sailed *Hunter's Child* into second place. The same day Autissier finished, he logged a 24-hour solo run of 312 miles—the best so far in this race—but it still took him another 5 days 8 hours before he was to join her under the shadow of Table Mountain.

Autissier said that her forecasting ability had been the most important factor. "First of all, I went very north and east after the start of the race from Charleston," she said. Then she cut through the Doldrums, picking exactly the right place to avoid the calms that ensnared her rivals. Autissier's third piece of weather fortune came as she closed on the South Atlantic high-pressure system situated 2,000 miles west of the Cape. Defying convention, she turned southeast for Cape Town several hundred miles north of the established route and came close to running out of wind.

Giovanni Soldini, sailing another Beret design, this one the 50' Italian entry *Kodak*, performed a similar horizon job on the Class II fleet. He also studied with the same weather forecaster as Autissier. However, a delaminating rudder damaged in a collision with a whale allowed David Adams and his Australian yacht *True Blue* to claw back from a 452-mile deficit and finish 21 hours ahead of the Italian.

Reaching Cape Town in jubilant mood,



Isabelle Autissier of France (top) greeted her fans when she arrived in Cape Town in the wee hours. David Adams (above) led off the starting line but only regained the lead close to the finish.

Adams, a veteran from the last BOC race four years ago, praised Autissier's tactics. "Isabelle hit every waypoint spot-on and turned the fan off as she went by," he joked. Adams broke the Class II record by more than two days. —Barry Pickthall

RESCUE AT SEA British BOC veteran Josh Hall was plucked from his sinking Class I 60-footer *Gartmore Investment Managers* in a dramatic mid-Atlantic rescue after she was badly holed in a collision. The semi-submerged object, thought to have been a cargo container, punched a two-foot-square hole in the bow and damaged the forward watertight bulkhead. Australian Alan Nebauer, whose 50-footer *Newcastle Australia* was 87 miles northwest of Hall's position, was diverted to his rescue.

BLACKOUT BLUES Frenchman Christophe Auguin, winner last time round and pre-race favorite, finished a disappointing third after losing all charging capability on his 60-footer *Sceta Calberson*. Without power, he hand-steered for up to 20 hours a day during the last week. His efforts had helped him pull up three places.

LATE ARRIVAL American Floyd Romack set out from Charleston five days behind the fleet after honoring a promise to attend his daughter's wedding. Then he staggered from one calm to another. Two weeks after Autissier's arrival, he had still not crossed the Equator, and with 3,500 miles still to cover, was not expected to reach the Cape before the restart on November 26. (See *Short Tacks for Results*)

JUST A CRUISING RACER

BY NANCY C. HAUSWALD

The trouble began when we were bobbing at anchor in the Abacos. "By the way," my husband, Jon, said, "the Hope Town Sailing Club is sponsoring a race for cruising sailors. Whaddya say we enter? It's just a friendly little race."

Because I'm a cruising sailor, I didn't know enough to snicker at the words, "friendly little race." So I agreed to let Jon test our classic Sparkman & Stephens mahogany yawl, *Merry Yarn*, against modern racer-cruisers.

I learned my first lesson at the start—that is, I don't like starting. Too many boats, each carrying too much sail, gather in too little space ricocheting behind a tiny starting line like crazed atoms in a crowded molecule.

By the end of the race, I was shocked to see our cabin strewn with gear that had flown out of lockers and off berths. I vowed that I would never race *Merry Yarn* again.

And then came the awards. We took first place. "Hey! This racing stuff is fun! When's the next race?"

It was on Maine's Penobscot Bay the following summer. Shortly after the start, when I opened my eyes, I saw that our four-person crew faced a long

Nancy C. Hauswald is a longtime cruising yachtswoman recently converted to racing.



On our first race, I borrowed a line from *My Fair Lady* and roared out through the spray. "Come on, *Merry Yarn*, move your bloomin' arse!"

downwind sail in light air. That meant that Francesca and I would have to trim the spinnaker, while Jon steered and Todd handled the foredeck. Francesca and I had, at most, a grand total of six minutes experience in flying a spinnaker. But hey, we're college graduates. How hard could it be?

So, these lines are called the "sheet" (mine) and the

"guy" (Francesca's). No problem—until we jibed, and the same line that Francesca held capriciously became the sheet and mine the guy.

We were still trying to learn our lines when we snuck up behind race-favorite *Kristen*. As we tried to pass to weather, *Kristen*'s skipper winked his right eye. His crew

silently, quickly and precisely trimmed the spinnaker to match the speed of their turn. *Kristen* stealthily luffed us up.

I quickly learned that countering this challenge required smooth, efficient and quiet crew work.

On *Merry Yarn*, Todd yelled, "They're luffing us up! Take some sheet!" I whispered to Francesca, "Are you the sheet or am I?" Jon yelled, "*Nancy*. You are the sheet! Take some sheet now!" Francesca whispered to me, "Does that mean I let mine out and you bring yours in?" I whispered back, "Uh, I don't know. Let's try that, and if they yell, we'll know it means the other way."

Evidently it was the other way. There was more yelling, now accompanied by some distinctly ungentelemanly epithets. So I yelled back, "Okay guys, you want some sheet, I'll give you some sheet." Whereupon I promptly brought the line in taut at full speed, distorting the spinnaker around the headstay.

I think you get the idea. We could only hope that *Kristen*'s crew would be laughing so hard at our Keystone Kops antics that they'd forget their business.

Laughter and silliness, I've learned, are important elements of racing. Of course, I'm just a cruising sailor. □

STOPOVER: WILD DUNES RESORT

The barrier islands off the coast of the Carolinas slow you down faster than running aground on a mud bottom. Even the developed islands ooze instead of flow, but this doesn't mean you'll be bored.

I spent a couple of days last June at the Wild Dunes Resort on the Isle of Palms (20 minutes north of Charleston, S.C.) to tour Cummins Engine Company's

marine conversion plant nearby and spend a day fishing in the Governor's Cup Tournament.

Sportfishing is high entertainment in this part of the world, and the Wild Dunes Yacht Harbor (at Marker 116 on the Intracoastal Waterway) is home to a number of top-drawer offshore charter boats. Sailboat charters also are available.

Yachtsmen and yachtswomen who can't leave behind their enthusiasm for golf will love the Wild Dunes Links. Designed by Tom Fazio and bordering the Atlantic, it has a reputation for the "greatest finishing hole east of Pebble Beach." The Harbor Course, slightly inland and also designed by Fazio, may not be as spectacular as the Links, but it's among South Carolina's best.

Wild Dunes has 2½ miles of wide beach (virtually deserted when I walked it mid-morning on a Friday), 17 tennis courts, an award-winning chef, live entertainment and shoreside villas to rent if you don't arrive by boat.

—Dennis Caprio
Wild Dunes Resort, Dept. Y, 5757 Palm Blvd. Isle of Palms, SC 29451. (800) 845-8880. Yacht Harbor, Dept. Y, Box 527, Isle of Palms, SC 29451. (800) 522-DOCK.



SNUB YOUR ANCHOR CHAIN

The benefits of an all-chain anchor rode are well known, but a look around any anchorage will show you that most captains don't follow the windlass manufacturers' recommendations; i.e., do not allow the windlass to take the load of the anchored vessel.

Chain doesn't stretch to any useful degree before it breaks; therefore, the jarring force can more easily break the anchor's hold. Furthermore, the shock loading can easily damage a windlass.

The most practical way to deal with chain's lack of shock absorption is to make a nylon snubber about 30' long. Secure this line to a foredeck cleat and attach it to the chain 30' from the boat. At a load of 2,100 pounds, ¾" nylon line will stretch 5'. This is enough to absorb the load in all but the most extreme conditions.

Make the snubber from high-quality ¾" three-strand nylon line. At the onboard end, splice a large eye—big enough to slip over your boat's largest cleat and over the base of the windlass. At the other end, splice in a thimble. To



On the outer end of the snubber, attach a galvanized shackle to a galvanized chain hook. The entire link slides into the hook.

complete the outboard end, add a galvanized shackle attached to a galvanized chain hook.

Slip the eye of the snubber over your strongest foredeck cleat, then start letting out your anchor and chain. After you have let out chain to within roughly 25 feet of the necessary scope, stop the chain and secure the hook to any link. The entire link slides into the hook and should fit snugly. (I have never had to mouse the hook; that is, secure the chain in the hook by tying a line across the open end of the hook.) Be sure the snubber leads cleanly overboard. Let out another 10' of chain so that no matter which way the boat swings, the load is always on the nylon line.

To retrieve the anchor, hoist the chain until you can reach the hook before it comes on deck. Detach the hook and continue hoisting as usual. You may have to whack the hook with a small hammer to loosen it. In all my years as a skipper of charter yachts, the chain hook has never failed or let go.

—Capt. Layne Prater

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The Frederiksen Ballslide Batten System allows for a fully battened mainsail without adding the weight of a track to the mast. Ballslide Cars are mounted in the luff groove and run on recirculating Torlon balls. Batten

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The Night Mariner 150 Monocular from ITT Night Vision provides yachtsmen with the same military technology available in the binocular version, but at a lower price. Suggested retail for the 150 monocular is \$1,195. By gathering available light and amplifying it a thousand times, the Night Mariner gives a clear, detailed picture with a 40-degree field of view. Equipped with a rotational hand strap, non-slip surface, contour fingergrrips, a low battery indicator and custom carrying case. Optional

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HOW HARMING THE ENVIRONMENT COSTS YOU MONEY

ENVIRONMENTAL LAWS THAT CLEAN THE WATER AND YOUR WALLET

BY JEFFREY D. BRIGGS

Since the Oil Pollution Act of 1990, the U.S. Coast Guard holds yachtsmen responsible for reporting spills they create and paying for the damages. Seldom mentioned, however, is the fact that yachtsmen are also financially responsible if the Coast Guard launches an effort when there is only a risk. For instance, when an Alaskan boatman and

his boat went aground, the Coast Guard responded with its clean-up boat and crew on the chance that the grounding might create an oil spill. They billed the Alaskan \$5,000. Even though the boat didn't leak—she floated off with the next tide—the yachtsman was still responsible for paying the \$5,000.

Keeping up with environmentally safe practices isn't just a fashionable trend. There are very real legal reasons, often with severe financial repercussions, why all yachtsmen need to adopt safe practices. Here is a brief look at just a few of the many laws and their penalties:

USED OIL & OTHER PETROLEUM PRODUCTS

THE LAW: Boats over 26 feet must display an "Oil Discharge is Prohibited" placard. Federal law prohibits the discharge of any oil or oil-based products into marine waters. This includes nearly all products associated with engine maintenance.

THE PENALTY: \$20,000 per day per discharge occurrence and the costs of environmental clean-up and any forthcoming damage claims.

BILGE WATER MUST BE FREE OF OIL

THE LAW and U.S. Coast Guard regulations state: "No person may intentionally drain oil or oil waste from any source into the bilge of any vessel." It is also illegal to use liquid detergent or other dispersant on an oily sheen resulting from an accidental discharge of oil or other petroleum products.

THE PENALTY: \$20,000 if any oil from the



bilge reaches the water and the costs of environmental clean-up and any forthcoming damage claims; \$25,000 for the practice of using any dispersant to hide an accidental discharge of oil or other petroleum products.

REPORTING A HAZARDOUS WASTE SPILL

THE LAW: The person in charge must report any hazardous waste spill from his or her vessel.

THE PENALTY: \$25,000 for failure to report an oil spill and the costs of environmental clean-up and any forthcoming damage claims.

A little care, a small commitment of time and a few dollars worth of oil-absorbent pads and repairs will go a long way in keeping our engines' toxic fluids out of the same waters in which we want to cruise, fish and swim, and prevent putting a serious crimp in our wallets. □

In the fall of 1992, in Bellingham, Wash., the owner of a boat that sank at the dock was given a \$13,800 cleaning bill for the clean-up and recovery efforts of the Coast Guard. He was also responsible for paying state and Federal fines.

Jeffrey D. Briggs is the author of Soundwatch: An Environmental Guide for Boaters, published by 48° North.

Edited by Keith Taylor

UNDERSTANDING
DOWNWIND STARTS

Many sailors have the perception that downwind starts are far more complex and demanding than the more common upwind start. Chalk it up to lack of familiarity with the various starting techniques. In fact, there are many common elements between the two types of starts.

By examining your strategy for the first leg, the geometry of the starting line and the various approaches to the start, we can break down the downwind start to greatly improve your starting success.

The two general categories of downwind starts are *running* and *reaching*. On a running start, boats on either tack will have to jibe to reach the mark, similar to an upwind start where boats have to tack. In a reaching start, boats can fetch the mark without jibing.

First check the bearing of the starting line, then the bearing to the first mark. Next keep track of the true wind direction and the range of any shifts. Finally, calculate your jibing angle for the existing velocity, either by using your polar targets, or by actually sailing your VMG course before the start. Be sure to note the difference in jibing angles in varying velocities. This may affect whether or not you can fetch the mark.

As in an upwind start, it is imperative to form a strategy

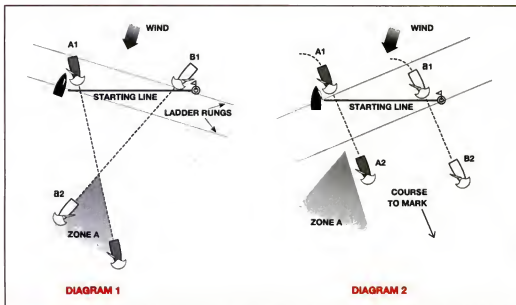


DIAGRAM 1—Boats will have a “running” start if the direction to the first mark lies inside Zone A. Under these conditions, boat A will enjoy a significant advantage over competition farther down the line, especially as the wind velocity decreases and jibing angles widen.

DIAGRAM 2—The farther the mark is outside Zone A, the easier it is for boats to fetch without jibing. Boat B has a significant advantage in this scenario, as shown by the relative position lines. Note that the dotted lines are not “ladder rungs” but lines to indicate relative gains.

for the first leg of the race. What do you anticipate the wind to do? What effect will current have? Plan where you'll position on the course based on your expectations.

In a running start all boats will have to jibe to get to the mark. The favored

end of the line will be that farther downwind. Use the “ladder rungs” technique [Diagram 1] to visualize this advantage. This “favor” is also exaggerated as the wind velocity decreases and jibing angles widen.

In a reaching start, the

leg becomes a drag race and the strategy is to get a good start and keep clear while sailing fast down the rhumbline. The favored end is not that farthest downwind but the one closest to the mark [Diagram 2].

—Brad Dellenbaugh

III GEAR

SPINLOCK VANG

A locking collar on the new Spinlock VX 1305 Powervang provides positive mechanical support for the boom in boats up to 35 feet, eliminating the need for a topping lift. Vanging action is provided by an efficient internal 5:1 internal purchase while a high tensile Spectra control line terminates outside the vang to lead to a winch for added purchase if required. The mechanical lock provides full topping lift action. After hoisting the main, the lock then is raised to the upper limit of travel, permitting full range of vang action while continuing to provide



support for the boom at a minimum safe angle. Contact: Imtra Corporation, Dept. Y, 30 Barnet Boulevard, New Bedford, MA 02745. (508) 995-7000; fax (508) 998-5359.

100 YEARS OF RACING HISTORY

The Yacht Racing Association of Long Island Sound was founded in 1895, to assist in coordinating the activities and unifying the racing rules of the many new yacht clubs that were coming into existence. And if you look at the roster of those who sailed for clubs that belonged to the YRA in the past 100 years, you will see that it also has served as a valuable training ground for future champions.

Numerous skippers who have sailed all their lives from clubs of the YRA of



Larchmont Harbor in an undated photo (left). *Nina* (above), owned by DeCoursey Fales, was a fixture on Long Island Sound for many years. Photos are from *The Larchmont YC: A History, 1880-1990*, by R. Stanley Ogilvy.



LIS have gained further successes as class or national champions. To date, six of the winners of the North American Men's Championship for the Mallory Trophy have hailed from Long Island Sound waters. The list of YRA of LIS women's championship winners who have gone on to take the Mrs. Charles Francis Adams Bowl for the national title is even more impressive. Thirteen have done so, several more than once: Lorna Whittelsey Hibberd, Sylvia Shethar Everdell, Lois MacIntyre, Aileen Shields, Allegra Knapp Mertz, Patricia Hinman, Judith Webb, Toni Monetti, Nancy Underhill Meade, Timothea Schneider Larr, Susan W. Sinclair, Elizabeth Foulk, Elizabeth Danilek.

And because it has been such an important part of the racing history of Long Island Sound, the YRA will celebrate its 100th year with special functions all year long.

While the YRA was formed just before the turn of the century it was the years following World War II that saw great numbers of keel boats racing on Long Island Sound. These were the days when famous sailors competed against one another every weekend in classes like the International One-Designs: Comy Shields, Arthur Knapp, Bus Mosbacher, Bill Cox, Robert Bavier Sr. and Jr., Billy Luders, Briggs Cunningham and others. The YRA has been the source of several America's Cup contenders.

stayed with their swamped and overturned hulls until picked up by the flotilla of power craft that immediately went to the rescue.

Then there was the incident of the young man marooned in New York City with no pants. One of the smaller racing boats lost control in a squall and came too close to a passing tug and barge while trying to come about. An agile crewman was able to fend off the impending collision, but in doing so he ended up on the barge, wearing nothing but swimming trunks, and his boat sailed away without him. The tug's next stop was New York; but the kindly tug captain saved the day by lending him overalls and a dollar, enough to get him home in those pre-inflation days.

The YRA has for more than 30 years awarded annually the Ned Anderson Achievement Trophy, "For outstanding service by an individual to yacht racing on Long Island Sound." A new and equally significant award has just been established to recognize the most important aspect of the whole enterprise, the David Prior Sportsmanship Award.

The enthusiastic and dedicated group of people who manage the affairs of the YRA are always conscious of its primary purpose, declared in 1895 and vigorously pursued today: to encourage and promote yacht racing on Long Island Sound.

—Stan Ogilvy
The YRA of LIS will hold a fund raising dinner celebrating the organization's 100th anniversary this winter. Contact: (212) 575-1019.

SHORT TACKS

Modern Era

Taking a lead from the former USYRU, now named US Sailing, the International Yacht Racing Union has changed its name to International Sailing Federation, in an effort to broaden its appeal world wide. The Federation also has a new chairman in Canadian Paul Henderson, who has set the governing body of the sport on a new course to serve rather than dictate to the needs of sailors.

During the annual conference held in London during November, delegates expressed considerable concern for the 1996 Olympic regatta venue at Savannah, Ga. Dave McIntosh, who has been given the task of sorting out the problems, which range from a lack of space for the keelboat classes and team containers to complaints about the extended distances between the competitors' village and courses, admitted, "We are still putting all the operational aspects together."

Dave Maggard, the sports director of the Atlanta organizers, was more optimistic. "We will now make good our commitment to make this an outstanding Olympic competition," he assured everyone.

Change of Pace

More than 30 crews are expected to enter the next Whitbread Round the World yacht race in 1997. And they'll be heading in some old directions and some new. The race will stop outbound in Cape Town and will add three more stops, introducing more coastwise racing. An East Coast Australian port, probably in Sydney, Baltimore/Annapolis, and a French port in Brittany will all be added to the mix. Fremantle, Auckland and Ft. Lauderdale will be retained, and the organizers are still looking for a South American port for the homebound leg.

Record Hobart

When entries closed for the 1994 Sydney to Hobart yacht race the Cruising Yacht Club of Australia had received a record 430 applications for entry. When the 600-mile race starts on Dec. 26 it is expected there will be 350 to 380 racers spread between the three start lines inside Sydney Harbor.

Omega Gold Cup

A 12-1 clean-up at Bermuda's Omega Gold Cup may well have earned Rod

Davis No. 1 ranking on the Omega World Match Race Sailing Ranking. Davis took home \$30,000 of the \$85,000 purse at the event after beating Magnus Holmberg 3-0 in the final round. Match racing was held on Hamilton Harbor Oct. 9-15 with threatening forecasts compacting the race week. The event is part of The Omega Grand Prix of Match Race Sailing. The first championship round was held in stormy conditions, followed by 14 to 18 knot breezes and culminating in near-gale-force winds on the final race morning. Skippers

raced 33' IOD class sloops.

Results: 1) Rod Davis, Australia; 2) Magnus Holmberg, Sweden; 3) Roy Heiner, The Netherlands; 4) Peter Gilmour, Australia.

Championship of Champions

Russell Robinson's victory in the 1994 US Sailing Championship of Champions makes him the second person ever to hold the title two years in a row. Robinson of Harpswell, Me., scored 5-17-3-11-3-2-1 in the seven-race, one throw-out series to again win the Jack Brown Trophy. The Oct. 6-8 event was held at Stonington, Conn.,



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in JY 15s. Winds blew from 3 to 15 knots on Fisher's Island Sound. Going into the final race, five boats were within five points of one another. The championship is in its 20th year.

Results: 1) Russell Robinson, Harpswell, Me., 24.75 pts.; 2) Will Graves, San Diego, Cal., 24.75; 3) Jeff Linton, Tampa, Fla., 31.75; 4) David Dellenbaugh, Easton, Conn., 32.75; 5) Brian Wynne, New Orleans, La., 33.75; 6) James Hilton, Tiverton, R.I., 36; 7) Erin Maxwell, Stonington, Conn., 39.75; 8) Wayne Fignolet, Willoughby, Ohio., 42; 9) Chris Raab, Cardena, Cal., 45.75; 10) Joe McCann, Brooklyn, N.Y., 53.

Newport to Block Island Race

A 61-boat fleet sailed the Newport to Block Island Race Oct. 8 with close to half of the fleet taking home one of the numerous trophies. First-to-finish was Brian Cunha, who sailed his Tripp 47, *Irie*, to the island in four hours, 26 minutes. Competitors beat into 20-knot winds throughout the

race. The regatta was held for the 11th year by the Newport Yacht Club.

Results: Class I: 1) *Free Verse* (C&C 27), Gene Lagasse; 2) *Aquila* (Newport 28), Al Nannin; 3) *Wave Length* (Hunter 27), Bill Gussinger. Class II: 1) *Restless* (Tartan 30), Bob Peterson; 2) *Scratch* (Custom 34), Jeff and Betsy Spranger; 3) *Quackon* (Hunter 31), Peter Quackenbush. Class III: 1) *Irie* (Tripp 47), Brian Cunha; 2) *Loose Cannon* (Baltic 42), Jack Dunn; 3) *Foxfire* (J/29), Richard Calabro. Class IV: 1) *Navire* (Norlin 60), Ron Bargantine; 2) *Northern Comfort* (Bristol 40), Brad Haverly. Class V: 1) *Chitty Bang* (F27), Dave Lussier; 2) *Heatuave* (F27), Bill Heaton.

Champagne Mumm's Cup Regatta

Results: Class A: 1) *Herondelle* (Rhodes 29), Neil Newhard; 2) *Apollo* (Ranger 37), Paul Hedman; 3) *American Pie* (C&C 33), Henning Wittman. Class B: 1) *Pipe Dream* (Sirena 38), Peter Haycraft; 2) *Sara* (Tartan 37), Michael Godreau; 3) *Espresso* (Albin 25), Dylan Smith. Class C: 1) *Siquitragui* (Kitty 25), Tom Hill, Jr.; 2) *El Shaddai* (J/27), Jeff Fangman; 3) *Magnificent 7* (J/27), John Foster. Class D: 1) *Energize* (Melges 24), Paul Diekmann; 2) *Magnus VI* (J/29), Henry Menin; 3) *Bad Dog* (J/29), Michael Williams. Class E: 1) Por Fin (Mumm 36), Fernando Irizarry; 2) *Break Away* (J/34), Tony Amador; 3) *Cachondo*, Tony Teixidor. Class F: 1) *Nacra Maniac* (Kevin Raymond, St. Thomas); 2) *Balduf* (Tom Balduf, St. Croix); 3) *Ashley Rae II* (Bruce Merced, St. Thomas). Class G: 1) *Alien* (Newick 40), Jody Colbert; 2) *Teroro II* (Gold Coast 42), Heinz Punzenberg; 3) *Three Little Pigs* (Newick 36), Joe San Martin.

BOC

Results: Leg One, Charleston to Cape Town, Class I: 1) *Ecureuil Poitou-Charente* 2, Isabelle Autissier, FRA, 35 days:8 hours:52 mins; 2) *Hunter's Child*, Steve Pettengill, USA, 40:16:08; 3) *Sceta Calaberson*, Christophe Auguin, FRA, 42:04:58; 4) *Vendee Entreprises*, Jean Luc van den Heede, FRA, 42:13:54; 5) *Ben Vio*, JJ Provoyeur, RSA, 42:22:04; 6) *Coyote*, David Scully, USA, 43:19:34; 7) *Thursday's Child*, Arnet Taylor, Jr., USA, 51:15:29. Class II: 1) *True Blue*, David Adams, AUS, 42:09:50; 2) *Kodak*, Giovanni Seldini, ITA, 43:06:22; 3) *Jmroda II*, Niah Vaughan, GBR, 48:18:01; 4) *Newcastle Australia*, Alan Nebauer, AUS, 52:01:11; 5) *Sky Catcher*, Nigel Rowe, GBR, 52:21:04; 6) *Cornwall*, Robin Davies, GBR, 58:08:45; 7) *Shuten-Doshi II*, Minoru Saito, JPN, 58:20:28. Still racing: *Protect Our Sealife*, Neal Petersen, RSA; *Town of Corvair*, Simone Bianchi, ITA; *Henry Hornblower*, Harry Mitchell, GBR; *Cardiac* 88, Floyd Romack, USA. □

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New York National Boat Show

Jan 6-15: Jacob Javits Convention Center. NMMA, 600 Third Ave., New York, NY 10016. (212) 922-1212; fax (212) 922-9607.

Atlantic City Sail Expo

Feb. 4-12: Atlantic City Convention Center, American Sail Advancement Program. For information, call (617) 489-2990.

TELEVISION

Whitbread Round the World Race

Jan. 1: 3 p.m. EST, ESPN.

"Rocking the Boat: Women Race for the America's Cup"

Jan. 8: 10 p.m. EST, LIFETIME.

RACING EVENTS

Gulfstream Sailing Club/North Sails Stoli Cup

Jan. 7: Ft. Lauderdale, Fla. Jay Wood, (305) 497-4104; fax (305) 765-4104.

YACHTING's Key West Race Week

Jan. 15-20: Key West, Fla., Scott Akerman, Special Events Marketing, YACHTING, 2 Park Ave., New York, NY 10016. (212) 779-5545.

S.P.O.R.T. Regatta

Jan. 27-29: St. Petersburg, Fla., all Olympic Classes. (813) 822-3873.

BOC Challenge Leg 3 Start

Jan. 29: Sydney, Australia.

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NEW STANDARDS FOR GPS ACCURACY

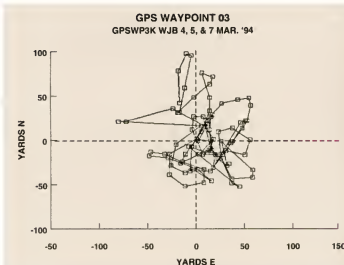
BY CAPT. BILL BROGDON

If you had your doubts about how truly accurate GPS is, some of your fears may be well founded. A new set of standards issued by the government outlines how accurate GPS should be—and it is not quite as good as we've all been led to believe.

This is what happened: the government, specifically the Department of Defense, has redefined the accuracy and availability for which GPS will deliver for non-military use. This means that the accuracy you were expecting may decrease a bit.

GPS has and will continue to deliver horizontal predictable accuracy—latitude and longitude—within 100m (109 yds) 95 percent of the time and 300m (328 yds) 99.99 percent of the time. Vertical predictable accuracy—altitude—will change from 140m to 156m (512') 95 percent and 500m 99.99 percent of the time.

The new specification states that GPS gives 141m horizontal repeatable accuracy (154 yds) 95 percent of the time, rather than the 100m previously claimed by DOD. This is the most important change. We can infer that horizontal repeatability is 424m (464 yds) 99.99 percent of the time.



A typical plot of 90 fixes using a stationary GPS receiver under normal conditions. Note how the fixes move slowly with time. This sample was slightly better than the planned 100-meter 95-percent Standard Positioning Service accuracy.

Although 154 yards or even 464 yards is adequate repeatable accuracy for clear-weather navigation, it isn't very good for finding underwater wrecks and rocks for fishing or diving, or for entering a channel in fog. For comparison, Loran-C repeatable accuracy is about 20-90 yards and Differential GPS is about 10-20 yards.

Relative accuracy (the ability of two receivers to give positions that correlate well with each other) is also part of the new specs. Average receivers are likely to give relative accuracy approaching the repeatable accuracy.

The new signal specs

also state that GPS should provide four satellites giving reliable signals with an accuracy measure of less than 6 for 99.7 percent of the time. (The measure is called PDOP). A PDOP of 6 is truly lousy; much of the time PDOP is around 2, or three times as accurate. Describing availability is complex; in some locations, on some days, it drops to 95 percent or less. This availability is lower but more believable than the "Availability Expected to approach 100 percent" in the 1992 Federal Radio-navigation Plan.

While the government has redefined GPS accuracy, the new regulations don't address the impor-

tant concerns about integrity. Integrity is the measure of a system's ability to avoid giving false position information. The new specification says that it is possible for a GPS satellite to broadcast misleading information for several hours. It does define "service reliability" to estimate the percentage of time that the system is providing information more than 500m in error.

The new specifications also give conditions that a receiver must meet to achieve SPS accuracy. It has to use the specific satellites giving minimum PDOP (not all receivers do). It must not experience more acceleration or jerk effects than a stationary receiver. Its antenna must remain vertical. After you leave the pier, these last two standards are impossible to meet; thus you can expect that your receiver will deliver slightly reduced performance.

In summary, GPS is very good, as opposed to perfect. It, like every other navigation system, has some warts: use two systems as a check on each other. Where both are available at the same time, Loran-C and GPS form an ideal combination, giving far higher availability and reliability than either system alone. □

MAGELLAN GPS SYSTEM COMES IN FIRST

Magellan Systems for the third year in a row won the National Marine Electronics Association's (NMEA) Manufacturer's Award for its NAV 5000DX portable GPS. The NMEA bases the award on engineering, reliability, ease of sale and operation and customer satisfaction. The NAV 5000DX is differential-ready and has a built-in platter. —D.C.

C-MAP WINS ELECTRONIC AWARD

The NMEA last year voted C-Map cartridge-based charts the "Best Electronic Charts" of 1994. This was the first year that charts were included in the annual awards. Categories on which the charts were judged are design, technical excellence and customer support. —D.C.

INMARSAT IMPROVES GPS COVERAGE

Inmarsat's third generation of communication satellites will offer an enhanced global navigational capability for international uses of GPS and the Russian GLONASS system. This satellite system will be the first in orbit that's able to provide navigational signals and to relay on a timely basis independently monitored integrity information on navigational signals generated by GPS and GLONASS. —D.C.

CD-ROM CHARTS THE FUTURE OF NAVIGATION

NAVIGATION / BY DENNIS CAPRIO

CD-ROM electronic charting systems that use NOAA digital charts seem to be the wave of the future. I tried the PinPoint Nautical Navigation system during the United States Powerboat Show in Annapolis.

PinPoint is an integrated bridge system that includes hardware and software in a plan-and-track package that uses input from GPS or Ioran. It uses the new NOAA digital charts, which are being produced in regions on CD-ROM discs and individually on 3.5" floppy discs. These will be available from BBA/Chart Kit for about the same price per chart as the paper ones.

PinPoint's live split-screen capability allows you to follow real-time navigation on one screen and do your planning on the other. In the planning function you can create and edit 500 float plans that contain a total of 1,800 waypoints, which may be output to your autopilot. The system also displays tidal data and the Coast Guard's light list.

THE SEA TRIAL I pressed the "on" button, and in less than 15 seconds PinPoint displayed our current position and determined which chart we needed from data supplied by the GPS. It automatically displayed the chart—in this case, Annapolis Harbor.



PinPoint Nautical Navigation displays real-time progress (the square with the tail is the boat) and up-to-the-second data.

and zoomed in for a closer look at the approach to the marina on the right screen.

After the sea trial, I spent some time planning a trip. Place the cursor, click on the spot, and you have a waypoint. If you carefully plan your route and follow it to the letter, you can't make a mistake.

PinPoint operates in a Windows environment and uses "cold" colors for the night display to reduce screen glare and the display's effect on your night vision. The system comes with free software updates for six months. List price is \$2,995. □

Contact: RJC Development, Dept. Y, Gangplank Marina, 600 Water St., Washington, DC 20024. (202) 484-8095.

An inset showed our latitude/longitude, speed over the ground, course over the ground, distance to waypoint, course to waypoint and time to the mark. These data are continuously updated and may be oriented east/west or north/south to get the maximum chart display.

As we followed the channel out to Chesapeake Bay, PinPoint accurately displayed the boat's location and updated her position every second.

On the return to the harbor, we continued to navigate and monitor our progress on the left screen while we panned ahead

NAVIGATIONAL DATA AT A GLANCE



Standard's Horizon MD50 displays depth, speed, sea temperature, log, voltage and time functions on a single stand-alone unit. This micro-computer-controlled unit displays depth, speed and log

all the time, and dedicated pushbuttons give you access to the others. You can set and store parameters via the calibration mode, and these remain in the memory even if the power is turned off. The three-line LCD display is easy to read from a distance. Three levels of back-lighting allow maximum visibility in a variety of conditions. Price: \$899. Contact: Standard Communications Corp., Dept. Y, Box 92151, Los Angeles, CA 90009-2151. (310) 532-5300; fax (310) 515-7197.

SATELLITE TRACKING



Scientific Atlanta's MariStar-M satellite communications terminal is now available with a robotic arm pedestal. Designed to provide voice and fax services to boats of 35' and longer, MariStar's antenna tracks satellites without having to reverse its path because of the cable wrap common to most antennas. This provides more call reliability. Contact: Scientific Atlanta, (404) 903-5000.

DGPS AND PLOTTER FOR THE PRICE OF LORAN



If you've developed a log of Loran TDs, you can now use those with GPS, thanks to the TD conversion feature of the new Magellan Meridian XL. This handheld GPS converts TDs to latitude/longitude of UTM coordinates. The Meridian XL is waterproof, weighs 14 ounces and runs on three alkaline batteries. Price: about \$449. Contact: Magellan Systems Corp., (909) 394-5000; fax (909) 394-7050.

SATELLITE TV FOR BOATS

The KVH TracVision system is designed for the digital television offered by DirecTV and USSB. It's a small sensor package and stabilized directional antenna pedestal that maintains the satellite link while it actively compensates for your boat's pitch, roll and yaw. It uses a robotic arm antenna that avoids cable wrap. The gyro-stabilized inclinometer and digital compass eliminates gyroscopic tumble common with passively stabilized sys-



tems. Contact: KVH Industries, (401) 847-3327; fax (401) 849-0045.



NEW VIEW ON INSTRUMENTS

SeaView software is a Windows-based application that links your boat's instruments with your personal computer—you can view, graph and record any information that can be sent out on a NMEA 0183 data port. You can select realistic readouts of analog dials or digital displays in a variety of sizes from 1½" to 4". You can customize SeaView to display information on any number of console pan-

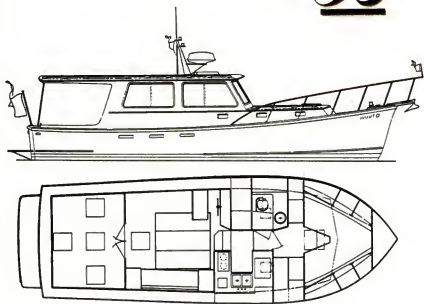
els you've saved. For example, you may lay out a screen called "Wind Data" to show true wind direction, heading to the mark and velocity made good as medium-sized analog displays—true wind direction, true wind speed as small graphs and boatspeed as a large digital display. Prices start at \$495. Contact: Fair Tide Technologies Inc., 18 Ray Ave., Burlington, MA 01803. (800) 732-3284.

The Best of 95

The magic is back. Now that the luxury tax has gone the way of the sabertooth tiger and the economy has shown signs of real recovery, boatbuilders and accessories' manufacturers hit the fall shows with a slew of nifty boats and gear. Here we share some of our favorites with you.

—Dennis Caprio

The Best of 95



Simple Pleasures

LOA 35'10"
Beam 12'10"
Draft 3'11"
Displ. 19,000 lb.
Headroom (max.) 6'5"

Fuel 300 gal.
Water 100 gal.
Power Cummins C-Series, 300 hp
Price \$230,000 to \$280,000 depending on configuration and equipment

The psychological profile of a typical Mobjack 36 owner could be summed up in the words to the song, "Give Me the Simple Life." Spend five minutes aboard and you'll see what that means. The Mobjack 36 was designed by Spencer Lincoln, a most prolific lobster-boat designer. Flye Point Marine, builders of lobster boats for 15 years, molds the hull, and Zimmerman Marine finishes it, keeping in mind seaworthiness, durability and minimal maintenance. Modest power gives a cruising speed of 18-20 knots and good fuel economy. The saloon is roomy and flooded with natural light. It's bright even on overcast days. Joiner work is excellent, and brightwork tastefully trims the mostly white interior surfaces. **Contact: Zimmerman Marine Inc., Dept. Y, Route 650 Box 10, Cardinal, VA 23025. (804) 725-3440; fax (804) 725-7904.**

ASK THE EXPERTS

For offshore sailing, the only electronics you must have are a GPS and a log, says boatbuilder and circumnavigator Cabot Lyman. "But an autopilot is very convenient," he adds. "In fact, I don't think I'd go cruising again without one. It's more important than radar, which you really don't need for offshore work. However, I'd say radar is the most important tool for long-shore sailing, even more so than GPS." Although you can still go cruising using traditional skills and bare-bones equipment, Lyman asks, "Why would you want to? A GPS will tell you everything you need to know, quickly and in any kind of weather; position, speed, course made good, waypoints—it's all there as soon as you hit the button. Ten years ago," he continues, "the average electronics package we installed aboard a new boat cost \$30,000 or \$40,000. Today, it's more like \$10,000 for a setup that does a lot more." —Michael A. Smith

Getting Your Bearings

Ritchie's new SportAbout hand-bearing compass has a v-notch QuickSight that helps you line up targets from a heaving deck. The 1 7/8" direct-reading dial spins on a sapphire jewel and hardened-steel pivot movement. A built-in expansion chamber protects the compass from extreme temperatures. Weighs 6 ounces, fits into most pockets and sells for \$40. **Contact: E.S. Ritchie & Sons Inc., Dept. Y, Box 548, Pembroke, MA 02359. (617) 826-5131; fax (617) 826-7336.**



MIAMI

INTERNATIONAL SAILBOAT SHOW



FEBRUARY 16 - 22 WATSON ISLAND
NEW TROPICAL ISLAND LOCATION
MIAMI IS A MUST!

NAIMA BOAT SHOWS

MIAMI IS A MUST!

THE BOAT SHOW THAT'S AN ISLAND IN THE SUN

If you're a cruising, racing or multihull enthusiast who's thinking about buying a boat, come to Miami. Or if you're just looking to dream, our beautiful, tropical island in Biscayne Bay is the perfect place to indulge your fantasies.

Our new site on Watson Island, directly off the MacArthur Causeway (I-395) and across from the Miami International Boat Show's primary parking facility, makes it easier than ever to experience everything sailing has to offer.

THE EASIEST SHOW TO SHOP

- **New this year!** Many exhibitors will be offering in-water demos on your favorite boats right at the show site – from the largest sailing yachts to daysailers and racers.
- **The Multihull Lagoon** will feature the most complete display of catamarans and trimarans anywhere.
- **Plan your next sailing vacation!** All the major bareboat and crewed charter companies will be in attendance to help you.



SPECIAL EVENTS BY LAND AND BY SEA

Showcased on land will be all the latest sailing gear, electronics, accessories, sailboards and trailerable sailboats. Along with the exhibits is an exciting array of seminars and special events that the whole family will enjoy.

- **The Sunshine Cup** – an exciting, new, five-day regatta on the International Match Racing Circuit will feature twelve of the world's top sailing stars. See it Friday through Tuesday right from the show.



- **Seminars** – Learn while you have fun. Meet the most knowledgeable people in the industry. Enjoy a wide variety of sailing and navigation seminars.
- **Don't miss the floating entertainment barge** – the perfect tropical setting for music and refreshments. Plus, sample a variety of delicious foods at locations throughout the show.

IMMERSE YOURSELF IN THE SAILING EXPERIENCE

When you come to the Miami International Sailboat Show, expect to get out on the water. The National Sailing Industry Association's "Discover Sailing Program" lets you enjoy free sailboat rides in a variety of craft. The show's ideal location allows for cruises along the exclusive islands, which feature some of Miami's most historical and celebrated residences. And the unique opportunity for after-hours demo rides makes this show the best place to buy a boat!



STRIKE YOUR BEST DEAL IN MIAMI

Every year, people come from all over the world to take advantage of the great deals offered at this show. It's an international, one-stop shopping event with dealers and factory representatives from all the major manufacturers, many of whom offer "show specials" on boats and accessories. Of course, should you decide to purchase, financing can be arranged on the spot through one of the many marine lenders in attendance.



AFTER THE SHOW

While you're in Miami, don't miss South Beach, what many are calling the American Riviera. It's just a short drive from the show and offers some of the most exciting night life and dining in the country.

THE LARGEST BOAT SHOW IN THE WORLD

The Miami International Sailboat Show is part of the Miami International Boat Show – the largest exposition of nautical products and services in the world. So be sure to visit all three show locations and find even more sailing gear, electronics, engines, inflatables, nautical clothing and gifts. To put it more simply, it's a must!



**INTERNATIONAL
SAILBOAT SHOW**

SHOW DATES & HOURS



National Marine Manufacturers Association
Boat Show
95

RED CARPET DAY

Special preview prior to public opening.
Thursday & Friday, February 16 & 17,
9am to 6pm (Admission \$20)

SAILBOAT SHOW HOURS

Saturday, February 18, through Monday,
February 20, 9am to 6pm
Tuesday & Wednesday, February 21 & 22, 11am
to 6pm
Be sure to visit the Convention Center during
these hours: Saturday 10am - 10pm
Sun & Mon 10am - 9pm
Tues & Wed Noon - 9pm

ADMISSION

Adults \$10, children ages 6-12 \$3.
One admission allows same day entry to all three
show sites. **NEW THIS YEAR:** two-day pass \$16.
On Publix Family Day, February 20 (President's
day), children 16 and under will
be admitted free when accompa-
nied by a paying adult who pre-
sents a Publix receipt.



Official Tow Vehicle of NMMA Boat Shows

CHEVY TRUCKS



Other sponsors
include:

SHUTTLE SERVICE

Continuous free shuttle bus service will be pro-
vided connecting all the show sites. Or take the
NEW water taxi to all three locations. Get an
unlimited ride-all-day pass for \$14.

PARK AND RIDE

Going to the boat show is a breeze. Take I-95 to
I-395 and park at Watson Island on MacArthur
Causeway (I-395).

TRAVEL INFORMATION

Exclusive discount travel and hotel accom-
modations are available through Travel
Technology Group, Inc. For information call:
1-800-333-2793.

**For additional show information,
please call 305-531-8410.**

Advance ticket sales through **TICKETMASTER**
(305)358-5885



MIAMI IS A MUST!



INTERNATIONAL SAILBOAT SHOW

NMMA BOAT SHOWS

The Best of 95



Luxurious Sport

LOA (excluding bow pulpit) 54'1"
LWL 47'9"
Beam 17'5"
Deadrise (transom) 15.5 deg.
Draft 4'10"
Gross Weight 63,000 lb.
Fuel 900 gal.
Power Twin 10-cylinder MAN D2840 LX (820 hp ea.)
Price (base) \$1,015,000

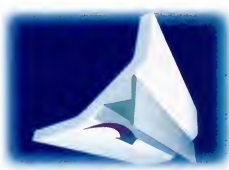
Sport yachting never had it so good; that is, if you subscribe to the notion that luxury accommodations ought to be part of the formula. In the 54 Sports Yacht, Viking has combined the performance and handling of a convertible with the livability and style of a traditional motoryacht. Her sharp entry softens the ride; her reverse chines enhance tracking and maneuverability. One of the most appealing areas of the accommodations has to be the three-season enclosed "back porch." It has a wet bar, icemaker, TV, sliding side windows and wing doors—a great place for brunch. *Contact: Viking Yachts, Dept. Y, Route 9, New Gretna, NJ 08224. (609) 296-6000; fax (609) 296-3956.*

ANCHORS AWEIGH

Maxwell's RSC 800 is the first and only automatic anchor windlass that's able to handle a rope/chain rode using a conventional thimble and shackle instead of a spliced rode. Maxwell says the former is stronger and less prone to abrasive damage than the latter. It has 800 pounds of pull. **Price:** \$2,395 complete. **Contact:** Maxwell Winches, Dept. Y, 1610 Babcock St., Costa Mesa, CA 92627. (714) 631-2634; fax (714) 631-2846.



...AS IF ON RAILS



"She tracks as if she were on rails," is a common refrain. Now you can add it to your repartee when you add Speed Rails to your tender or sport/ski

boat. Volvo Penta's Speed Rails are intended for boats up to 6,000 lb. Proven in European offshore racing, Speed Rails, Volvo says, increase speed, improve fuel economy and handling. Made of aluminum, they attach to the lifting strakes. **Prices:** \$169.95 and \$229.95. **Contact:** Volvo Penta Parts & Accessories, (800) 522-1959.

The Best of '95



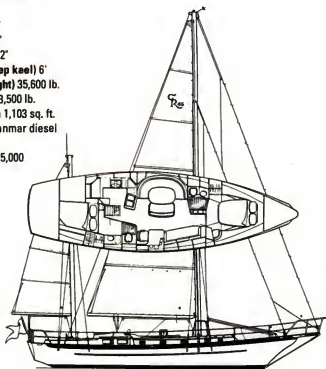
NEW WINDLASS CONCEPT

Lewmar's Concept Windlass handles rope and chain on a single gypsy. Maximum pull is 800 lb., line speed is 76 feet/minute. For boats of 20' to 40'. Prices start at \$1,650. *Contact: Lewmar Marine, Dept. Y, New Whitfield St., Guilford, CT 06437. (203) 458-6200.*

ASK THE EXPERTS

"Greater displacement translates into added hull volume, which means substantially more space for accommodations and the long list of machinery and equipment required for cruising comfort," Ted Hood says. "By incorporating wider beam and a deeper canoe body than on typical racer/cruisers, we're able to preserve stability by using lots of inside ballast low down in the hull, while keeping maximum draft much less than that of the keelboat. This design at sea has an easy motion unknown to fin-keelers." Also, "Many people think heavier boats can't move in light air, but that's not true. In light air, skin friction and prismatic are the overriding components of total resistance, so we strive to minimize wetted surface by using 'V' hull sections. Hulls with rounded sections and a flat bottom won't perform if sunk in the water, whereas the 'V' hull section improves performance under the same conditions." —M.A.S.

LOD 45'5"
LWL 35'0"
Beam 13'2"
Draft (deep keel) 6'
Displ. (light) 35,600 lb.
Ballast 13,500 lb.
Sail Area 1,103 sq. ft.
Power Yanmar diesel
(62 hp)
Price \$425,000



Clipper Bow Classic

W.I.B. Crealock designed the Cabo Rico 45 for offshore cruising and maintains his preference for a long keel (rudder attached) combined with a relatively shallow canoe body. The hull is stoutly constructed of hand-laid fiberglass over an Airex core—the first four layers of the laminate receive a vinyl ester resin barrier. The deck is cored with 1/2" balsa and has a solid laminate in way of the deck hardware. The rig shown here keeps each sail to an easily managed size, which reduces the stress of sailing shorthanded. As you'd expect of Cabo Rico, the 45 is beautifully finished inside and out and is fully equipped. *Contact: Cabo Rico Yachts Inc., Dept. Y, 2258 S.E. 17th St., Ft. Lauderdale, FL 33316. (305) 462-6699; fax (305) 522-1317.*

SCHAEFER CLEARS THE DECKS

Schaefer's Clear Step outside-lead furling block is designed to keep the deck clear of lines. Clear Step fits on lifeline stanchions and lets you run your headsail furling line outside. The block is indexed to easily slip over most existing stanchions and is secured via a set screw. A stainless-steel strap keeps the furling line from riding out of the sheave. Price: \$29.95. *Contact: Schaefer Marine, Dept. Y, Industrial Park, 158 Duchaine Blvd., New Bedford, MA 02745-1293. (508) 995-9511; fax (508) 995-4882.*



The Best of 95



Keeping the Faith

LOA 37'5"
LWL 29'6"
Beam 11'7"
Draft 5'6" (std.)
 4'6" (Scheel keel)
Displ. 15,602 lb.
Ballast 6,500 lb.
Sail Area 672 sq. ft.
Aux. Power Yanmar 3JH 38-hp diesel
Fuel 37 gal.
Water 100 gal.
Price about \$250,000

Build a strong boat that's satisfying to sail, lovely to look at and a delight to spend time aboard, and customers will come. Morris Yachts has been doing this very same thing for a long time, and the 38 is one of the latest Chuck Paine designs offered by Morris. We sailed the boat last June out of Padanaram, Mass. Performance in the moderate winds we encountered is spirited and handling predictable. Steering is light and accurate. The interior, finished in white Formica and teak, makes you want to move aboard. It has a real seagoing galley, comfortable nav station and spacious saloon.

Contact: Morris Yachts, Dept. Y, Clark Point Rd., Southwest Harbor, ME 04679. (207) 244-5509; fax (207) 244-5866.

ASK THE EXPERTS

"Did you ever see a duck or a swan with chines?" asks designer Tom Fexas. "Mother Nature knows what's happening, and she rounded their hulls for maximum efficiency. However, ducks and swans land on water on their webbed feet, which are planing surfaces, because when they come in for a landing they're at high speed. People still don't understand how important it is to shape the hull for the speed you're locked into by the power installed." True planing starts at a speed equal to four times the square root of the waterline length. "If you have a boat with a 37' waterline, she'll plane at 24 knots; if you're going to be cruising at 24 knots or faster, you want a hull shaped to be wide enough to develop lift and truly plane. If you're going to cruise at less than 24 knots, you should shape the hull differently—narrower, with rounded contours. A square chine is very inefficient until it has broken clean." —M.A.S.

A SOUND WAY TO REPEL BARNACLES

If you want to keep the bottom free of barnacles without polluting, you may want to try Barnaclean. Barnaclean's compact microprocessor sends



measured and precise signals to strategically located resonators attached to the inside of the hull. Vibrations from the resonators, like bad rock & roll, repel the crusty critters. Draws only 20 milliamps. Price: \$65 (resonator), \$385 (controller), \$32.75 (adaptor). Contact: Clean Seas Co., (800) 716-5547.



Express Yourself

LOA 36'10"
Beam 12'4"
Draft (inboards) 29"
Weight (dry) 13,100 lb.
Fuel 250 gal.
Water 70 gal.
Holding Tank 20 gal.
Deadrise (transom) 21 deg.
Power Twin 7.4-liter gas
(diesel optional)
Price (base w/twin
7.4 MerCruisers) \$165,536

Sea Ray has impressed us in recent years with its ability to fend off marketplace blows and roll out hot-selling new models. The 370 Sundancer is one of them. She is quick, comfortable and luxurious in the production-boat idiom. Sea Ray's designers have cleverly arranged the accommodations to give you more space than you'd expect. The master stateroom forward has a full-size berth, hanging locker and lots of storage. Galley equipment includes a three-burner electric stove, a microwave oven and large dual-voltage refrigerator. Other standard features include a transom door, self-bailing fiberglass cockpit liner and 30-amp/120-volt/60-cycle dockside power system with 50' cord, adaptor and distribution panel. Air conditioning is optional. Contact: Sea Ray Boats Inc., Dept. Y, 2600 Sea Ray Blvd., Knoxville, TN 37914. (615) 522-4181.

The Best of '95



WHEEL STORAGE

Edson's new storage gadget lets you easily and quickly get the steering wheel out of the way. Clamp the dummy shaft to the stern pulpit, remove the wheel, and secure it to the dummy shaft with the nut. Price: \$63. Contact: Edson International, Dept. Y, 146 Duchaine Blvd., New Bedford, MA 02745-1292. (508) 995-9711.

Enhanced Egg

Last year's Golden Egg 42 is a tough act to follow, but Egg Harbor isn't content to rest on its past. The company has made significant changes. The first change you'll notice is a lighter gelcoat, dark green-and-gold accent striping, and PipeTowers aluminum rail system. The guest stateroom in the side-stateroom layout is noticeably larger, the entertainment center houses matching Sony components, the saloon has restyled window valences and more lighting. Contact: Egg Harbor Yacht Co., Dept. Y, Box 375, Egg Harbor City, NJ 08215. (609) 965-2300; fax (609) 965-2870.

LOA (including bow pulpit) 45'4"
Beam 15'0"
Draft 3'10"
Displ. 36,300 lb.
Clearance (flying bridge) 13'0"
Fuel 600 gal.
Water 115 gal.
Price about \$450,000.



Two For The Money

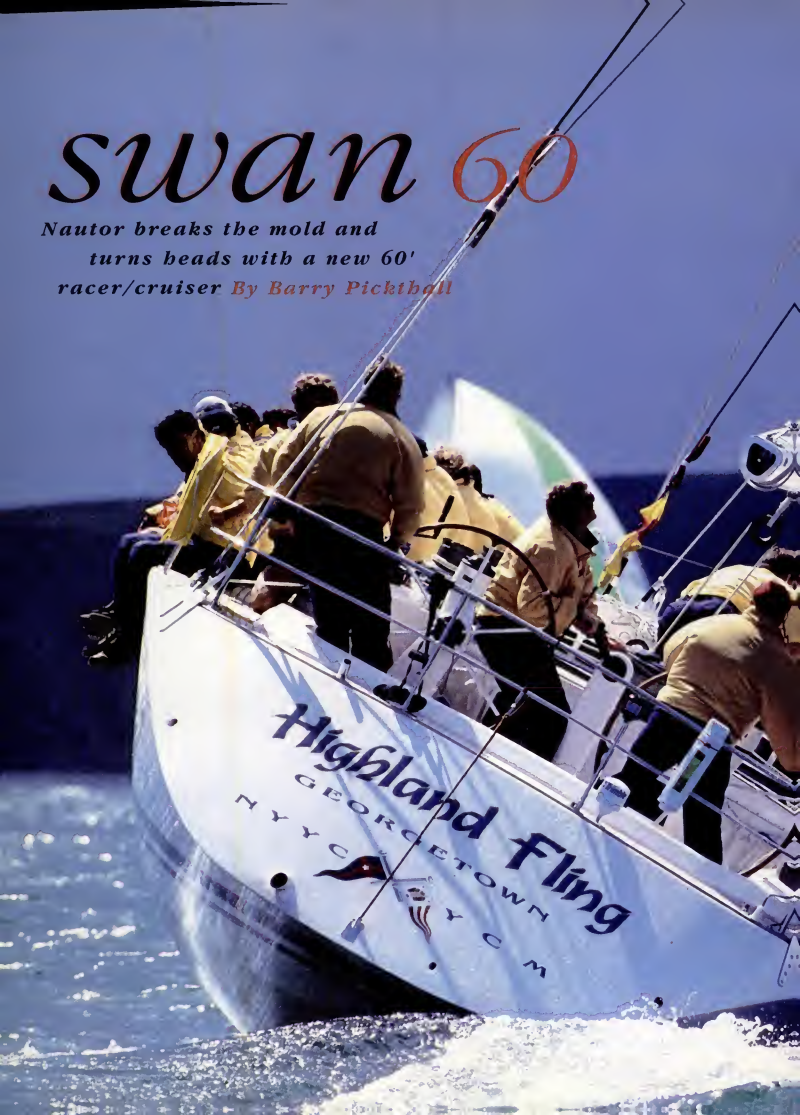
LOA 61'3"
LWL 50'8"
Beam 22'0"
Draft 2'8"
Displ. (loaded) 52,000 lb.
Fuel 770 gal.
Water 330 gal.
Power Twin MAN 680 hp ea.
Price Approx. \$1,154,750

The Prout Panther 61 catamaran is a serious high-performance cruising yacht. The hull resembles a deep-V that's been split on the centerline and the halves attached to a spacious bridge deck. In addition to the huge saloon, this layout gives you widely separated staterooms. The port hull contains the owner's stateroom and en suite head aft, guest stateroom and head forward. Water-jet drives keep draft to a minimum and allow you to beach the boat. Contact: Prout Catamarans USA, Dept. Y, 1521 Alton Rd., Suite 358, Miami, FL 33139. (305) 532-7957; fax (305) 532-1878.



swan 60

*Nautor breaks the mold and
turns heads with a new 60'
racer/cruiser* **By Barry Pickthall**





The new Swan 60 is fast
and light on her feet.

Highland Fling is a signifi-
cant departure for Nautor.

She's been collecting lots of
silver in Europe.

TWO YEARS AGO, IRVINE LAIDLAW brought his Swan 53, *Highland Fling*, across the Atlantic to YACHTING's Key West Race Week. With her center-board design, she was better equipped for cruising than racing, but she surprised everyone by winning her PHRF division and top honors in the regatta. Laidlaw's latest *Highland Fling*, the first Swan 60, has been sweeping up silver in Europe and many suspect the new Nautor CHS/PHRF racer/cruiser could be a threat this year at Key West.

Highland Fling marks a radical departure from the traditional Nautor's Swan image. She is the first of a new breed of racer/cruiser designs from the board of Argentine designer German Frers that the Finnish builder hopes will bring the Swan name back to the forefront in competitive racing circles. The results posted so far by Laidlaw and crew suggest that designer and builder have more than met the brief.

At last year's Ford Cork Week in Ireland, the Swan 60 (actually, she is almost 62' overall) chalked up a perfect score with five straight wins just one week after her initial

sea trials, then went on to win the Swan World Championship in Sardinia. This domination looked set to continue at the Nioulargue autumn regatta at Saint Tropez. But in the second race, Laidlaw's high-profile assault was brought to a standstill just short of the finish when her carbon-fiber rig suddenly came crashing down after she had established a 4-minute lead over the fleet.

Weight control was a ber in racing trim. light that ballast

The failure led to a rethink within the Laidlaw crew about carbon-fiber race rigs, which carry a heavy penalty under the CHS and are banned altogether under the IMS rule.

Laidlaw originally specified a carbon spar because he felt the benefits of a 30-percent weight saving and the resulting reduction in pitching motion would more than compensate for the extra cost and rating increase. Also, he firmly believes that materials like carbon fiber should be encouraged in a modern race rule. He felt there was no better way of making that statement than on a production boat like a Swan.

The rulemakers within the Offshore Racing Council failed to see his point at their November conference in London, and chose to retain the carbon ban for another year at least. As a result, *Highland Fling* is bound for Key West with an alloy rig weighing 150 kilos more than the original carbon model.

According to Frers, the change will have an adverse affect on stability, which the rules do not fully compensate for, and the boat will not be as fast at Key West as she has been in Europe unless conditions are flat. Laidlaw's crew is bullish enough to believe she will still be more than a match for the top American designs.

Sailing *Highland Fling* in the Solent, I found her a delight, and indeed, a significant departure from Nautor tradition. Light on the wheel and remarkably responsive to the slightest tweak of the sheets, we were soon displaying a clean wake to other yachts around us. Her twin-wheel configuration—another first on a Swan—provides a clear view of the sails and traffic ahead when one is steering from either the windward or leeward side. The yacht's clean deck arrangement is a particular delight to work on. Nautor's traditional teak decking is retained, but like everything else with this design, the weight implications of such statements of style are deceptive. Under Laidlaw's direction, Frers and his highly experienced struc-

Her twin-wheel configuration provides a clear view of the sails and traffic ahead. Her teak below is, in fact, a highly polished top veneer of high-tech aircraft-standard foam sandwich board.



tural design engineer, Graham 'Frizzle' Freeman, worked hard to retain the conservative aspects both above and belowdecks that have set Swans apart, without sacrificing speed. *Highland Fling's* teak decking for instance is a mere 6mm thick and two-thirds the weight of a traditional Swan deck. Below, her lavish teak interior and exquisite marquetry is equally illusory. What you see

**priority for keeping
She came in so
bad to be added.**

is simply the highly polished top veneer of a high-tech aircraft standard foam sandwich board. Remarkably, the weight of furniture represents a 50-percent savings over a standard Swan fit-out.

THE REMARKABLE ASPECT OF THIS boat, which has such outstanding racing credentials, is her interior design. It not only boasts a full owner's stateroom with double and single sea berth, but a huge galley with fridge/freezer, spacious saloon with liquor cabinet and separate crew quarters. She also has a full head and separate shower stall.

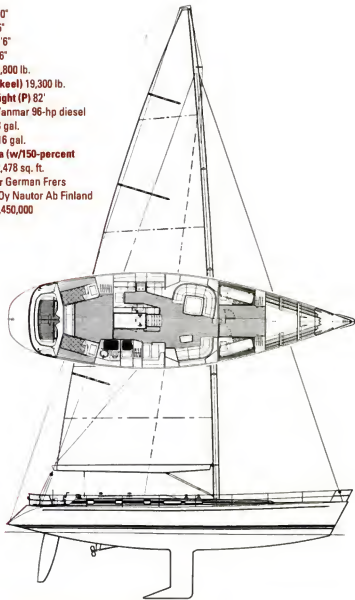
A great deal of thought has gone into this boat, some of it, like the novel removable bow cleat, stemhead roller and anchor windlass for racing, are clear to see. Other items like the hull structure laminated from biaxial and unidirectional glass, Kevlar and vinylester resin, produced such radical weight savings that this first yacht needed 3,500 kilos of internal ballast to bring her down to her design marks. That is more than enough to cover the extras required for later cruising versions without sapping boatspeed.

The cruising version carries a masthead rig and has the option of a shallow-draft fin keel or lifting centerboard foil that reduces draft to 6'6". This boat is also given the full Swan treatment with three double-berth cabins each with a head and shower stall en suite.

The lasting impression I have from my day on *Highland Fling* is that here at last is a racing boat that can double as a family cruiser without compromising either extreme. If that concept is a throwback to the early '70s, then good, for it was during this era that Nautor's Swan first established a reputation for winning and cruising in style. Like many owners who have walked away from the discomfort of IOR racing during the past decade, I hope it is a trend that other builders will follow. □

Contact: Oy Nautor Ab, Dept. Y, Box 10, 68601 Pietarsaari, Finland. 011-358-67-7601-111; fax 011-358-67-7667-364.

LOA 61'10"
LWL 50'5"
Beam 17'6"
Draft 11'6"
Displ. 51,800 lb.
Ballast (keel) 19,300 lb.
Mast height (P) 82'
Engine Yanmar 96-hp diesel
Fuel 52.8 gal.
Water 116 gal.
Sail Area (w/150-percent genoa) 2,478 sq. ft.
Designer German Frers
Builder Oy Nautor Ab Finland
Price \$1,450,000



The yacht's clean deck arrangement is a particular delight to work on. Her original carbon rig failed and was replaced with a heavier aluminum model. The impact on speed over the racecourse remains to be seen.

eastbay 38

Blow high, blow low. This Hunt

*design laughs at rough conditions and
coddles you in comfort. By Dennis Caprio*



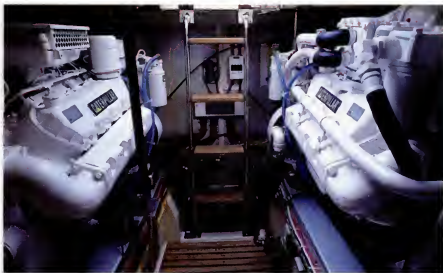
On Narragansett Bay, the
Eastbay 38 showed off her pe-
rigreed handling and speed. On
the Newport, R.I., to Rowayton,
Conn., run, she showed her
appetite for rough water.



IF CURB APPEAL GOES A LONG way toward selling a house, I'll wager "mooring" appeal does the same for boats. Sometimes a picture is enough—that's what sold Bob Donato on the Eastbay 38. He saw a picture, telephoned Boat Works Yacht Sales in Rowayton, Conn., arranged the financing and bought the boat. He knew it was right. Some boats do that to folks and running her simply confirms what they knew all along.

Pictures and the Hunt lineage did the same for me, so I arranged to spend some time aboard. Getting aboard an Eastbay 38, however, turned out to be more difficult than I imagined, because dealers are selling them as quickly as they can get them. I finally cornered an owner's boat being displayed at the Newport International Boat Show, and signed on for the trip west to Rowayton, Conn. We started at 8 a.m. the Monday after the show, under bright skies, morning calm and a temperature in the low 40s. We'd scheduled an hour's photo session on Narragansett Bay.

Thanks to the shape and size of the galley, a person can easily prepare meals while the boat's under way. The engine room has plenty of space around the Caterpillar 3208s for routine maintenance.



An hour later, the wind, which picked up some as the sun warmed the earth, added spunk to the seas and promised a fun ride home. We departed Narragansett Bay in a freshening southwester. Outside, whitecaps scurried across swells of two to three feet. I opened the throttles to 2100 rpm and headed west/southwest into the teeth of the seas—destination, Watch

A turn at the helm of would lift the enthusiast. This

Hill, R.I., for lunch. The boat is a treat. She accelerates onto plane minus the apparent hump common to many planing boats; cruises quietly in the low 20s at roughly the same figure x 100 engine rpm; and handles confused seas with the grace of a dancer. Driving the Eastbay would lift the spirits of any boating enthusiast, short of one who's a couple of ponies shy of rated horsepower.

We carried full tanks, a crew of four (Bob and Silvia Donato, Rick Loh of Grand Banks/Eastbay, and myself), plus the luggage and detritus of the Newport boat show. We were on the light side of a typical cruising load but nearly right on target for the way most owners will use the boat—day trips and weekends. We set the Bennett trim tabs to give us a 3- to 4-degree running angle and settled in for the two-hour jaunt to Watch Hill.

Boats continuously communicate with the helmsman and the crew. Feedback comes through the soles of your feet, the seat of your pants and your hands on the wheel. This Eastbay didn't tickle my feet, which means the engines' vibes are well damped. The shape of her bottom and its stiffness smoothed the moderate seas we encountered. I have no reason to believe she would do less in worse conditions, though at lower speeds.

On the other hand, the steering disappointed me—not that it was sloppy or didn't provide precise control—it simply felt dead, sort of like a rheostat. I like to feel the rudders working, at least to some degree, but hydraulic steering doesn't communicate much. The Eastbay heels majestically into the turns, holds her course and cuts a circle about twice her length. She loses a bit of speed in the turns, as is normal, but the props and rudders keep their grip on the water. Her shallow keel helps here, as it does in keeping her headed in a straight line.

After I became used to her steering and

handling characteristics I was able to digest more sights and sounds. This Eastbay 38 is very quiet for a smallish express-bridge boat. At cruising speed, you can have virtually a normal conversation at the helm. She's even quieter below. Her hull, too, is quiet in the water, thanks to stout construction and intelligent design. Hunt Associates drew only two running strakes per side and

the Eastbay spirits of any boating boat's a treat.

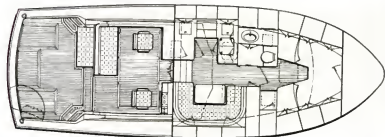
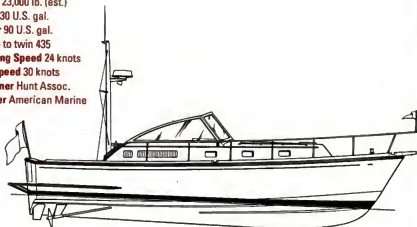
they start below the waterline. In addition to being quieter under way, the boat doesn't slap at anchor. Wide chines and a 13' beam give her plenty of stability at rest and under slow way. Fond as I am of narrow, round-chine hulls for low-speed work, I was surprised at how good a displacement hull this is.

Stopping at Watch Hill for lunch was serendipity at its best. This put our best route west through Fishers Island Sound, which we knew would be smoother than the Race, but it turned out not by much. On the approach east of Fishers Island, wind and current set up washing-machine seas of better than four feet, but we motored on without dropping a single rpm. Although the ride deteriorated a bit, the conditions didn't faze the Donatos. They dozed on the aft-facing bench seat at the forward end of the cockpit.

VIEW FROM THE HELM IS excellent, as you'd expect of an express-bridge boat. Engine instruments live in a teak dashboard behind the steering wheel. The VHF and navigational displays are in a raised dash a little below eye level just abaft the windshield. A canvas top provides shelter from the sun and wind. Wide side decks—a nearly extinct feature—good quality nonskid deck surface and substantial railings make line handling safe and easy. The cockpit and bridge are paved with teak, as are the two wide steps either side that provide access to the side decks. Stainless steel handrails on the combing adjacent to the steps and eyebrow handrails on the cabin trunk are welcome safety measures.

Priced at about \$315,000, give or take a bit depending on equipment, the Eastbay returns good value for the money. She gives you a look you won't see in every marina, plus the speed and comfort you need to escape your busy

LOA 34'4"
LWL 34'4"
Draft 2'4"
Beam 13'2"
Displ. 23,000 lb. (est.)
Fuel 330 U.S. gal.
Water 90 U.S. gal.
Hp Up to twin 435
Cruising Speed 24 knots
Top Speed 30 knots
Designer Hunt Assoc.
Builder American Marine



At speed on Narragansett Bay, the Eastbay's modified V-hull leaves a clean wake. Accommodations are very much like those of a sailboat. I'd put the head back aft where motion under way is less enthusiastic.

schedule. During our trip, the owners discussed plans to run up to Block Island for a weekend before autumn set in with its customary chill. I wished then that I had time to go along. □


Contact: American Marine (S) Pte Ltd., Dept. Y, 563 Steamboat Rd., Greenwich, CT 06830. (203) 661-9722; fax (203) 661-9084.

NARRAGANSETT BAY HAS ITS game face on. Twenty-five-knot gusts sweep across the choppy water in dark patches imparting attitude on the chilly southeast breeze. Narrow bars of sunlight slant through grudging voids in the gray clouds. It's late May and in typical New England fashion, summer is giving winter plenty of time to pack.

Dodge Morgan has seen worse. Nine years ago, he sailed the Ted Hood-designed cutter *American Promise* around the world alone faster than anyone had before: Bermuda to Bermuda by way of the great

southern capes, nonstop in 150 days.

On this spring day, conditions on the bay hardly evoke the gray rage of the Southern Ocean, and the collective activity on board Morgan's new Little Harbor 52, *Wings of Time*, bears little resemblance to the monastic regimen of *American Promise*. Ted Hood moves about the deck eyeballing the mast, drawing diagrams with a No. 2 pencil on a folded piece of paper, making notes for minor modifications to the rig. Morgan, without the burden of sleep deprivation, safety harness and sodden foul-weather gear, fiddles with the genoa leech line. He is so absorbed in this mundane chore that he barely acknowledges a puff



Wings of Time works to weather on Narragansett Bay while her owner, Dodge Morgan, tends to a chore. The Little Harbor 52 was commissioned last February.

Antoine Althaus
Eric Althaus
Alex Mazzoni
Antonio Pozzi



Fraser Yachts
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Sailing cruiser built in 1978 by the Stephens shipyard for safe, long-range cruising and exploration. Spacious with lots of light permeating through pale venetian blinds. Air conditioned throughout with tasteful Paola Smith cabin design. Well equipped and well maintained. Extensive refit in 1991-92.



L.O.A : 92' - 28.00 m
Beam : 21' - 6.40 m
Engines : 2 x 250 hp CAT.
Speed : 12 knots

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SANDRITA

This traditional Pesaro construction, totally refitted between 1992-1993 by Baglietto, is in first class condition. Glamorous interiors in glossy burlwood with rich, warm-coloured upholstery. Bathrooms in marble and gold plating, plus jacuzzi. Spacious 3 deck layout. Ideal family yacht with transatlantic range and economical engines.



L.O.A : 101' - 31.00 m
Beam : 21' - 6.50 m
Engines : 2 x 350 hp M.A.N. (New 92)
Speed : 11 knots

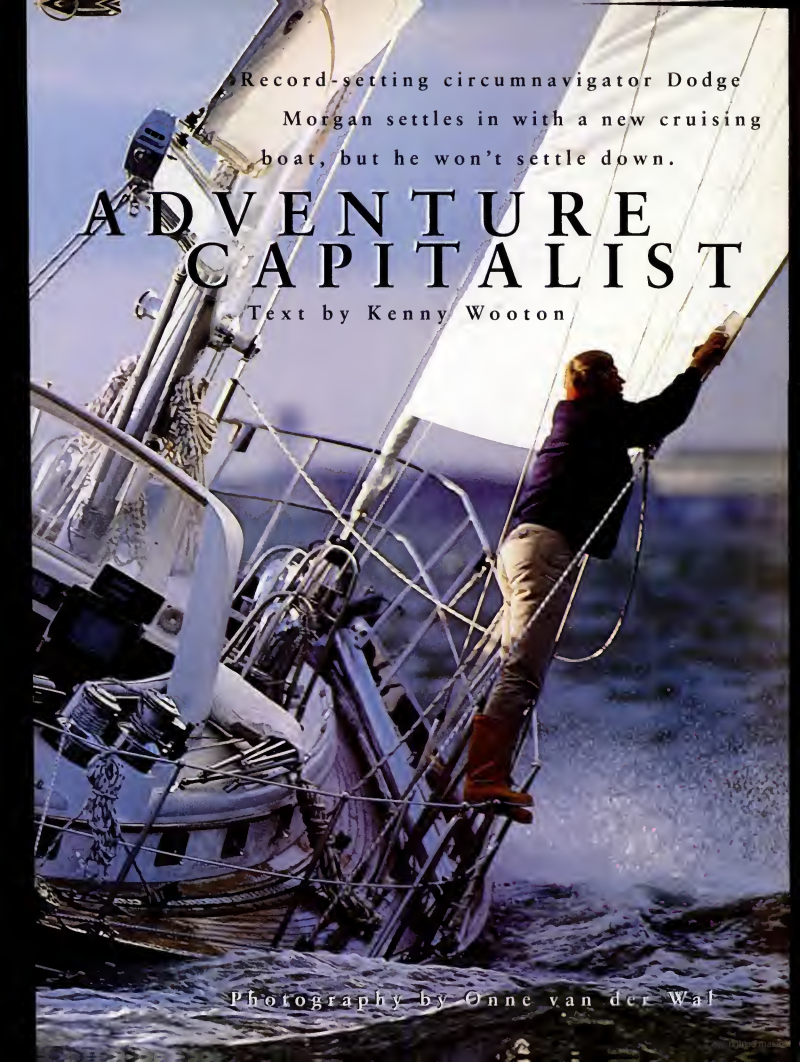
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Fraser Yachts

A full-page photograph of a man on a sailboat. The man, wearing a dark jacket, light-colored trousers, and orange boots, is standing on the deck, leaning against the mast and holding onto a rope. The sailboat is white with a large white sail. The background is a blue sky and a dark sea with white foam from the waves. The text is overlaid on the upper part of the image.

Record-setting circumnavigator Dodge
Morgan settles in with a new cruising
boat, but he won't settle down.

ADVENTURE CAPITALIST

Text by Kenny Wooton

Photography by Onne van der Wal



Dodge Morgan's mantras are focus and persistence. They've served him well in business and in sailing.

LOA 53'4"
LWL 41'0"
Beam 15'3"
Draft (board up) 4'10"
(board down) 13'4"
Ballast 19,200 lb.
Displ. 49,850 lb.
Fuel 280 gal.
Water 280 gal.
Sail Area (100-percent f.t.) 1,309 sq. ft.
Engine 108-hp Westerbeke
Designer Ted Hood Design Group
Builder Little Harbor Custom Yachts



that drives the rail under and fills his leather sea boots with chilly bay water. On this day, his new boat—the boat he plans to “keep until I’m drooling in my lap in my 80s”—has his undivided attention.

Much has changed in Morgan’s life since he and *Promise* made headlines around the world. At 62, he has settled into the life of a casual capitalist, investing in start-up companies and contributing his skills as a problem solver to various business and educational entities. His work life is disciplined, but he comes and goes as he pleases and directs his energies at whatever strikes his fancy. Like many successful people, focus and persistence are his mantras, be it in business, in life or in sailing.

“It took me a year and a half to get back into the human race,” he says of his return to the world after *Promise*. “Since then, I’ve been doing a lot of things poorly rather than any one thing well, but enjoying it.”

His lean physique and light-footed moves on deck suggest the decade has not treated

him poorly. He spends most of his time at his homes in Maine, but his tight-stretched, deep-tanned skin suggests he spends a fair amount of time in the tropics.

Sailing has been a part of Morgan’s life since he was young. It’s played a significant role in his adult life. He believes people sail for any of several reasons. One is to compete, which he thinks is “childishly arrogant in the true context of the sea.” Another is to get somewhere, “which is stupid because there is almost no less efficient mode of transportation.”

“The right reason,” he figures, “is to do it for its own sake, much as we make love.”

MORGAN FEELS AN OWNER’S patterns of use should be the guiding light behind the design of his yacht, whether he plans to sail around the world or around the bay. His first boat of substance was a Murray Peterson-designed gaff-headed schooner named *Coaster*, which he bought with savings from his entrepreneurial endeavor—a one-man public relations and advertising shop in Alaska. He cruised aboard her for 2½ years, some with his first wife and some alone. Sailing *Coaster* alone was a handful. Too often, people buy a boat or approach a designer without honestly assessing how they plan to use the vessel, he says. “It’s what I did with *Coaster*. I bought a boat because I fell in love with her aesthetically. She was not the right boat.”

But during one 17-day solo passage on *Coaster*, the idea that evolved into the defining moment of his sailing life was born. “It was then I said, ‘Wouldn’t it be great to do a significant sail alone on a boat that was designed for the job?’ That’s the dream that hatched *American Promise*.”

He went to Ted Hood for *Promise* because he felt Hood best integrates three elements of boat design: hull, deck layout and rig and sailhandling systems. He wanted a boat of moderate displacement and Hood’s design trademark is heavy boats that go fast in light air. Morgan also found appealing Hood’s ability to find solutions quickly and his willingness to stand behind his convictions. Most important, though, Hood shared his belief that use should dictate design.

Promise clearly was the right boat for the task for which she was designed. She helped him shave nine days off the previous

solo circumnavigation record, done with four stops by Philippe Jeantot in the 1982-83 BOC race, and some two months off the nonstop solo circumnavigation record set by Chay Blyth, who sailed westward around. His record time has been halved but he is still the only American to sail solo nonstop around the world.

When he returned from the circumnavigation, he donated *Promise* to the U.S. Naval Academy and bought a Little Harbor 53, the first *Wings of Time*, which served him well. But a friend's death several years ago reminded him that time is a fleeting commodity. He decided to build the cruising boat of his dreams.

As he had done with *Promise* and the first *Wings*, he delivered Hood a "document of use" that defined in considerable detail a boat he could sail into his twilight years that would be well-suited "for off-shore work, solo and shorthanded, and for comfortable and easy cruising for six people who know each other well and four people in private comfort." The document also explained his preferences for rig, sail plan and sailhandling; deck plan, accommodations, machinery, aesthetics and other items. Little Harbor delivered the finished product last February, just in time for Morgan to sail her south for the end of the Caribbean cruising season.

FROM THE DOCK, *WINGS OF TIME* looks like any other center-cockpit Little Harbor. Her spoon bow, gentle sheer, transom stern and Hood Yacht Systems genoa furling and in-mast reefing gear speak pure cruising boat. Her green topsides and gold cove stripe are a tribute to *Coaster*.

Morgan spends about three weeks a year—a quarter of his annual cruising time—sailing solo and a good bit of that offshore. *Wings of Time's* cockpit and sailhandling systems are set up with that use in mind. A remote control for the Robertson autopilot and the repeater for the B&G Hydra sailing instruments share space with the engine controls on the pedestal. Four of the yacht's six winches are electric and their controls are within easy reach of the helm. The main displays for her navigation equipment—Trimble NavGraphic GPS with plotter, Raytheon radar and Northstar Ioran/GPS—and the main read-outs for the sailing instruments are installed under the dodger, creating a sort

continued on page 59



Morgan specified a boat that would track well downwind in heavy weather, yet still go fast in light air. He's happy with the result. *Wings of Time* (above) stretches her legs to windward.



The main displays for the navigation instruments are in the cockpit, but the nav station (left) is equipped with repeaters and a considerable array of communications equipment.

The interior of *Wings of Time* (below) is a celebration of American classic-yacht styling. Solid mahogany joinery, painted tongue-and-groove paneling and antique accents bring past and present together.



DOUBLE *trouble*

How one boat

made a dramatic

man-overboard

rescue on

stormy Lake

Michigan

by Charles

Kuehn

It was just past dusk the first night out during last summer's running of the Chicago-Mackinac Race on Lake Michigan. Our boat, *Experience*, a Soverel 39 built in 1987, was spinnaker reaching at about eight knots. The wind was from the south at about 10 knots. At the time we were 65 miles northeast of Chicago.

A little past 2200, an "all hands" call came from watch captain Mike Considine of Chicago. The breeze had shifted strong from the northwest and a squall line began to punish the fleet.

We were in the process of hoisting a No. 3 genoa when I looked ahead and saw a boat coming toward us with no headsail up. She also had spreader lights on. We headed off a few degrees to avoid hitting the boat, which we assumed was in the race, and started to get *Experience* going again.

We trimmed in the main and passed to leeward of the other boat by about 100 yards. I just happened to look back toward the other boat a few seconds later. To my surprise I saw a sailor in the water.

"Man in the water! Man in the water! Man in the water!" I yelled as I launched our two horseshoe buoys, MOB pole and strobe lights. But our boat passed him like a race car. "He's over there ... He's over there!"

A million things started racing through my brain. I didn't know where to begin. The most obvious question—"Where did this guy come from?"—was the furthest from my mind. My goal was to get him out of the water.

I started the engine; a litany of orders came streaming from my mouth: "Drop the sails, we're coming around. Clear the sheets, hold the boom, where's the man? Get the light on him! Clear the lines out of

the water. Hang on, we're going around!" I put the engine in forward.

We were still in the middle of the squall, with the wind about 30-35 knots out of the northwest and five- to six-foot seas when we headed back to the man. We spun the boat 180 degrees and with the crew searching with flashlights and listening, we saw him about 100 yards off the bow.

"He's over to starboard!" yelled one of my crewmembers as we powered back to where we had last seen him. Our sails were loose on deck and the boom was flying everywhere.

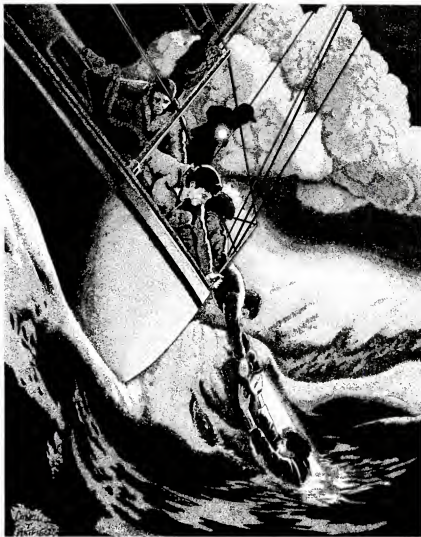
"There he is, slow down, more right," directed Bowman Ike Stephenson, as neither myself nor Considine could see the man. One of my guys, Dan Marks, leaned hard off the starboard side with crewmembers Scott Miller, Paul Consani, and Gary Kozlowski holding him. Marks reached hard and grabbed the man by his foul-weather bib.

The crew wrestled him on board. He was exhausted after treading water for so long.

I felt tremendous relief getting him aboard. That was until he almost immediately popped the question: "Did you get my buddy?"

I hadn't even considered the remote possibility that two men were out there. One

Charles Kuehn is co-owner and founder of Kuehn Printing in Green Bay, Wisc. He has 23 years of offshore experience.



guy was enough. My mind started racing again. No time to think as we spun around to where I had launched the strobes and seen the first man. "There's another man in the water!" I yelled. "Where is he? Where is he?"

We headed toward the strobe lights we had dropped earlier. There, 50 yards off the bow was the second man. He was very hard to see, bobbing up and down in the waves. He had no lifejacket or light on and his dark clothing wasn't making things easy.

"He's up ahead!" yelled Ike. "I got him with the light!" We pulled up to the man and Marks reached hard. He managed to grab the man with one hand and the man grabbed Marks' flashlight with his hand. But neither man could hold and we lost him. I saw him bang off the boat and I reached off the stern but couldn't get him. But he managed to hold on to the flashlight.

Now we had a target. "We're going around," I screamed as Considine headed the boat back and I powered up the throttle. "There, by the light," said Ike as we headed back for one last pass. "More right, more right!" yelled the foredeck man as we made our approach. "Grab the dude! Grab

the dude! There's the light! Slow, Slow, SLOW! Grab him! WE GOT HIM!"

Our crew had recovered the second man. We put him below and I went to check on the two men and call the Coast Guard. The two guys said they had been tossed overboard from the boat *Nitemare*, a Morgan 39 owned by Steve Kindra of Chicago. It turns out she was the very same boat that had passed us earlier. I relayed the information to the Coast Guard and waited for instructions. We tried to reach *Nitemare* by radio but couldn't.

We were unaware that *Nitemare's* radio had been knocked out when she broached and lost her bowman and helmsman overboard. We located *Nitemare* and sailed up. She was still frantically searching for her lost crew.

"Are you *Nitemare*?" we yelled. "We have some of your crew!"

"How many do you have?" was the response.

"We got two," my guys responded.

The crew of *Nitemare* was elated. A large cheer came out. "All right, way to go you guys! Thank you!" was the response from the stricken boat. After confirming with the Coast Guard, we determined both men were fit enough to return to their vessel. With some difficulty we offloaded them back on *Nitemare* and gave them our handheld radio so they now had communications. We headed back to our original position and resumed the race—although there were not many volunteers willing to do foredeck work. □

LESSONS LEARNED

We all practice man-overboard maneuvers but few of us, fortunately, get to participate in them. Here are several lessons I learned and changes I will be making aboard *Experience*.

- Each crewmember must carry a personal strobe light. Neither man on *Nitemare* had a light or lifejacket.
- Dark clothing should not be worn at night. It is impossible to see.
- Reflective material should be worn on all night-time clothing, not just foul-weather jackets. It is not always raining when you get tossed in.
- A whistle, a light and personal inflatable vest should be required equipment on all crewmembers during night races. Lifejackets are too cumbersome and are not worn by most racing crews unless weather is very severe. Personal inflatable vests are more likely to be worn. We had five crewmembers wearing vests on *Experience*.
- Horseshoe buoys and lights are difficult for a person in the water to reach, due to high winds and large seas. Strobes are the only things visible. But neither man could get to the MOB buoys owing to wind, fatigue and the weight of wet clothing.
- Bowmen and other crewmembers should consider putting on harnesses before a squall hits. Remember, *Nitemare* lost her bowman and pitman.

—C.K.

By Jay Coyle

FIGHTING

fires

Concern

for the

ozone

layer is

changing

the

chemicals

used to

fight

fires

Fire at sea is a terrifying thought. Thirty seconds can mean the difference between survival and disaster. With water everywhere, most of us still depend on chemical fire extinguishing agents and automatic systems to put flames to rest quickly.

There is no question that fixed automatic systems have improved safety afloat; however, it seems that these systems too often remain out of sight and out of mind. Recently, a friend and knowledgeable yachtsman explained to me that his automatic extinguisher system required no inspection or service because it was fitted with a pressure gauge. This could not be further from the truth. Manufacturers insist on a semiannual inspection by a qualified inspector in accordance to the National Fire Protection Association guidelines. "The most common questions I am asked at boat shows regard maintenance," says Keith Weldy, President of Fireboy-Xintex. "They haven't a clue!"

Paul DeBolt, a surveyor with Cigna, estimates that 30 to 50 percent of the vessels he surveys have expired inspection tags.

"Considering the cost of replacing a yacht, inspections are cheap insurance," says Doug Morse, Owner of AA Fire Equipment, Inc., a licensed inspection company.

I regularly inspect my firefighting system. It was during the recent inspection of my Halon 1301 system that I discovered a failed discharge head. This focused my attention on the problems yachtsmen face replacing firefighting systems.

Owners of yachts up to about 65' have two choices in pre-engineered (production)

fixed systems: recycled Halon 1301 and FE-241, a recently approved alternative. Systems custom-designed for yachts larger than 65' use existing or recycled Halon 1301 or CO₂.

YACHTING asked Greg Burdick, President of Stuart Yachts in Florida, to arrange a practical evaluation of these chemicals, plus a new product, Coldfire CF-302. (Note: At press time CF-302 was not Coast Guard approved and is not yet available in a fixed system.) Although the results revealed no hidden truths, (the extinguishing agents performed in a similar fashion) our research





To date, delivery systems have remained basically the same, although a greater volume of FE241 is required to do the same job as Halon 1301.

and discussions with a variety of experts provide insight into the challenges confronting yachtsmen and the marine industry.

To evaluate the extinguishing agents in action, Stuart Yachts constructed two 4'x6'x8' enclosures to simulate an engine space, complete with appropriately sized air vents. Within each, two 18" deep containers were filled with diesel fuel and other combustible materials that one might find around an engine room. A pyrometer was installed in the ceiling of each compartment to measure temperature. The Sea-Fire auto-

matic system, employing recycled Halon 1301, and the Fireboy automatic system utilizing FE-241, were installed on the overhauls. In later tests, CO₂ and Cold Fire CF-302 were manually applied.

The results of the evaluation, as indicated in the accompanying table, show that all the agents performed quite well. In addition to extinguishing the fires within seconds, temperatures in the compartments dropped quickly, reducing the chance of rekindling. Although it is best to wait at least 15 minutes after discharge to open a compartment, we waited only a few minutes to simulate a worst-case scenario. Even so, in each case there was no rekindling.

Although the extinguishing agents performed equally well, they are significantly different and each bears examination. Halon 1301 is a colorless, odorless chemical and has been the agent of choice for years. As good as it is, though, it has been declared by the Environmental Protection Agency (EPA) to have ozone depletion potential (ODP). Because of this potential, the government in 1993 banned further production of Halon 1301 for use in recreational boats. Now only recycled Halon 1301 can be used.

Although a number of alternative agents suitable for fixed systems are being investigated, most are trapped in the gridlock of regulatory approval or are simply impractical aboard a yacht. Currently, FE-241 is the only Coast Guard approved, EPA accepted alternative to Halon 1301 for engineered fixed systems. Fireboy-Xintex has switched to FE-241 for its second generation systems.

Fireboy's Keith Weldy cites a concern for the environment and sensitivity to the escalating cost of recycled Halon 1301 as reasons for his early changeover. According to Weldy, who invested in extensive research and testing, FE-241 is the best substitute for Halon 1301 for pleasure-craft applications. Like Halon 1301, FE-241 is a colorless, odorless gas that extinguishes a fire by breaking down the chain reactions that support combustion. The catch is that a greater volume of FE-241 is required to do the same job. For example, a 4"x12" bottle of Halon 1301 has been replaced by a 7"x12" bottle of FE-241. This may pose problems for existing engine rooms with



ADVICE FROM THE EXPERTS

- Fixed systems should be sized appropriately. A 300-cu. ft. compartment calls for a bottle with a 300-cu. ft. capacity. If two bottles are used, each must be rated for the total volume of the space.
- Fixed systems with automatic discharge are OK, but the addition of a manual discharge is very desirable. A fire may become well-seated in one end of the engine room while the bottle and heat sensor are at the other. It is essential to attack a fire as quickly as possible; 30 seconds can make a difference.
- Fixed automatic discharge systems in diesel engine rooms must be fitted with an automatic shutdown. This kills the engines, generators and blowers, preventing them from evacuating the extinguishing agent.
- Do not open the hatches or start machinery immediately after a fixed system has discharged. Wait as long as possible (at least 15 minutes) to reduce the chance of rekindling. Stand by with portable extinguishers.
- System inspection should include ultrasound or weighing of bottles, a check of the condition of cables, discharge head and connections, suitability of the system for the volume of the compartment. The cost: \$120 for a 50' power yacht —J.C.

Extinguishing agents performed equally well, but are significantly different and each bears examination



In addition to our enclosed testing, the effectiveness of both Cold Fire CF-302 and CO₂ were demonstrated in the open air while local firefighters looked on. We set fire to diesel fuel and other combustibles commonly found in the engineroom.

limited space. Pricing of the FE-241 systems is approximately 20 percent higher than recycled Halon 1301 systems at this time.

Sea-Fire, a division of Metacraft, Inc., has elected to invest heavily in a Halon recovery and recycling. "We feel that the current ap-

ENCLOSED EVALUATION

RATING (COMPARTMENT SPACE)

QUANTITY OF AGENT

DISCHARGE PRESSURE

TRIGGER PRESET TEMPERATURE

TEMPERATURE BEFORE TEST

TEMPERATURE AT DISCHARGE

TEMPERATURE AFTER DISCHARGE + 30 sec.

TEMPERATURE AFTER DISCHARGE + 90 sec.

SPONTANEOUS REKINDLE

SEA-FIRE HALON 1301

250 CU. FT.

5 LBS.

360 psi

165 F

102.5 F

279 F

192 F

161.5 F

NONE

FIREBOY FE-241

200 CU. FT.

6.8 LBS.

195 psi

165 F

101 F

237 F

160 F

137 F

NONE

CO₂

MANUAL

15 LBS.

850 psi

NA

105 F

289 F

218 F

188 F

NONE

CO₂

MANUAL

2.5 GALLONS 3% WATER

100 psi

NA

101 F

283 F

199 F

NA

NONE

PROPERTIES OF EXTINGUISHING AGENTS

ODP (OZONE DEPLETION POTENTIAL)

SYSTEM WORKING PRESSURE (psi)

CORROSIVE

EASY CLEANUP

AVAILABLE IN MARINE MARKET IN COAST GUARD APPROVED PRE-ENGINEERED SYSTEMS

HALON 1301

HIGH

360

NO

YES

YES

FE-241

LOW

195

NO

YES

YES

FM-200

NONE

na

NO

YES

NO

CF-302

NONE

100-120

NO

YES

NO

CO₂

NONE

850

YES

YES

NO

available his company will continue to offer recycled Halon 1301, though Ellis is currently testing several promising alternatives, including a material called FM-200.

Sea-Fire recycles Halon 1301 from retired systems and employs sophisticated equipment to dry, filter and cool the agent, restoring it to its virgin condition. Recycled Halon 1301 is not cheap. Sea-Fire's 500-cu. ft. fixed system, which cost \$518 before production of Halon 1301 ended, now retails for \$630.

So, what do you do when you're faced with these options? If you must replace an existing Halon system, your choice will be limited by the size of the compartment to be protected, the space available for the system and how much you're willing to spend. Oh yes, and your view of the ozone layer! □

Contact: Sea-Fire, Dept. Y, 718 Debelius Ave., Baltimore, MD 21205. (800) 445-7680; fax (410) 485-4451. Fireboy-Xintex, Dept. Y, Box 152, Grand Rapids, MI. 49501-0152. (616) 454-8337; fax (616) 454-8256.

(continued from page 53)

of soft-sided pilothouse. Like *Promise*, *Wings* carries twin carbon-fiber poles on her foredeck for use with an asymmetrical spinnaker and to wing out the headsails. She also has a built-in preventer on the boom—another feature borrowed from *Promise*. For offshore work she is equipped with an inner forestay upon which a small jib can be hanked. The bow thruster controls are on the sole below the wheel.

It is through the companionship, however, that the full scope of what Morgan and Little Harbor Custom Yachts have wrought is revealed. Here a breathtaking period interior mixes the finest aspects of traditional American yacht styling with the ethereal elegance of a Little Harbor. White-painted vertical tongue-and-groove paneling with solid mahogany joinery, tapered-beams with mahogany caps on the overheads and antique accents such as brass hurricane lamps give the saloon the ambience of a classic American sailing yacht. A Luke fireplace against the bulkhead at the forward end of the starboard settee enhances the theme, and with the help of an Espar diesel heater, will keep the space warm on cool Maine evenings and in southern South America and Antarctica, where he plans to cruise next year or the year after. The staterooms are finished with raised mahogany and white-painted panels and ceiling strips.

In keeping with the two-couples-in-comfort theme, Morgan opted to modify the standard three-cabin layout of the 52 by going with one double forward and a sail locker/work area in the forepeak. The settees each sleep one, bringing the total accommodations to six. Morgan prefers to use the dining settee with a lee cloth as a pilot berth when sailing offshore.

The galley is compact, but fitted out in busy detail with all the appliances a yachtsman would need preparing meals in port and offshore, including a full-height 15-cu. ft. refrigerator. An 8½-cu. ft. freezer, equipped with a faux stained-glass liquor cabinet door and decorated with ceramic tiles with raised shell designs, occupies a space in the passageway to the master stateroom aft. Morgan is a communications hobbyist and the nav station on *Wings* reflects this. It is equipped with an ICOM VHF, a SEA single-sideband, a ham radio and a cellphone with fax and answering machine.

Morgan replaced *Coaster* with another Peterson schooner called *Eagle*, which he still owns and sails often at his second home on Chebeague Island in Casco Bay. A painting of *Eagle* and each of the other boats he and his wife, Manny, have owned, adorn the bulkheads of *Wings*.

Wings is the first Little Harbor built at American Marine in Singapore and her finish and construction are visibly no less fine than her Taiwan-built predecessors. Her hull is stock Little Harbor—multiple layers of knitted glass on either side of an Airex core from the ballast line up and solid laminate below—but with a twist. Replacing one of the layers on either side of the foam is a layer of Kevlar hybrid to stiffen the hull and enhance impact resistance. Little Harbor says it is pleased with the results and has incorporated the feature into all its boats.

Wings is a Hood whale-bottom design, but with a particularly shallow-draft keel and centerboard (4'10" draft with board up) arrangement and a custom kick-up rudder. Morgan specified a boat that would track well offshore in heavy weather off the wind, without sacrificing performance in light air. To help the shallow-draft *Wings* track

better downwind, the Hood design office added a skeg that runs from the base of the canoe body to the prop. Little Harbor has incorporated this feature into the mold.

To enhance performance in both heavy and light air, the mast on *Wings* was made two feet taller than that on the standard 52, adding 3 percent to the total sail area. Ballast was added to her bilge to compensate.

Morgan devotes considerable time now to educational endeavors, which he feels offer the only solution to the cultural and social problems that face society. He's president of the board of trustees of the private school in Massachusetts he and his son attended and he's an active member of the Woods Hole Oceanographic Institution. He owns several newspapers in Maine, including the respected alternative weekly *Maine Times* and he dabbles in small high-tech manufacturing companies. He has a strong interest in the environment and plans a voyage aboard *Wings* to the Cape Horn region and Antarctica to observe and document ecological changes since the explorations of Sir Ernest Shackleton.

Since *Promise*, Morgan is more at ease with himself and less tolerant of crowds. He enjoys sailing with others for the camaraderie, but sailing alone is a critical component of his spiritual recharging mechanism.

"I find I come back with a distance from the churning tactical concerns. I find I've sorted out the priorities," he says. "I come back able to hold two mutually exclusive thoughts simultaneously: I can celebrate the simplicity in life and own a boat like this." □

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ALDEN 66

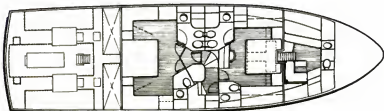
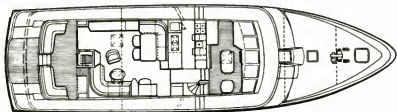
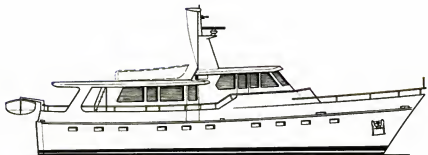
BY CHUCK PAINE

Niels Helleberg, of John G. Alden Inc., designed this shippy looking pilothouse motoryacht for a South American client who wanted to move up from his 55-footer by the same designer. The larger design's transatlantic cruising range opens a whole new world of possibilities.

In order to realize such a long range, compromises are required. The low hull resistance that translates into petrol-pinchin' low-power requirements mandates progressing at a sailboat's pace. A serendipitous consequence is a slow-speed shape, devoid of chines or other sectional discontinuities. It so happens that this shape results in the slow-rolling, soft penetrating motion that one would most fervently seek if destined to spend a preponderance of one's time at sea. A pair of highly reliable, naturally aspirated GM 6-71Ms with ZF 3:1 reduction gears will give her a maximum speed of 12 knots, a cruising speed of 10 knots, and transatlantic range at 8.5 knots.

The outfit also reflects an emphasis upon self-sufficiency for long periods. The engineroom is located aft and provides a full 6' of headroom, encouraging regular maintenance. Access is from the outside deck, or via a stairway from the saloon. To augment her 1,400 gallons of fresh water, she is equipped with an HRO System 9 reverse osmosis watermaker. Redundant 20-kw Northern Lights generators will be more than adequate to handle the electrical needs, since the owner prefers natural ventilation to air conditioning.

The Portuguese bridge, raised pilothouse, main deck saloon and contiguous back porch are as traditional a solution as could be imagined for a yacht of this size. Totally sheltered side and afterdecks run right around the superstructure abaft the Portuguese bridge. A good-sized cockpit aft is usable for fishing, and a harpoon locker and fish tank are located beneath the cockpit seats. In a revealing reversion to the old way of doing things, access to the crews' quarters, which are squeezed well forward into the eyes of the vessel, is via a scuttle off the bridge.



LOA 66'0"
LWL 60'0"
Max. Beam 18'4"
Beam/Length .277
Max. Draft 5'6"
Max. Speed/Length 1.55
Displ. 1/2 load 10,1920 lb.
Lb./Hp 189
Standard Power Twin GM 6-71M
 270-hp dsis
Max. Height-DWL 27'0"
Deadrise Amidships 7 deg.
Deadrise at TSM 7 deg.
Min. Cabin Headroom 6'6"
Fuel 3,700 gal.
Water 1,400 gal.
Designer Niels Helleberg
Interior Designer Same
Stylist Same
Builder Inace (Brasil)

While this permits a gigantic guest stateroom to be fitted, it will also force the crew to don foul-weather gear and risk dumping a wave-top or two into their quarters on the trip from the pilothouse to their watch below.

The design has a very practical, tried-and-true arrangement featuring two very large double staterooms with en suite facilities. The owner's cabin actually has two heads, both with showers—not a bad idea for those occasions when his Lord and Ladyship are simultaneously preparing for a foray ashore. Construction is in welded aluminum, to the ABS rules for motoryachts, and she will be built under ABS supervision. A plain finish is specified, with painted decks except for the afterdeck and cockpit, which will be scrubbed teak. The emphasis is upon seeing the world from a yacht, rather than creating a yacht for the world to see. □

Contact: John G. Alden Naval Architects Inc., Dept. Y, 89 Commercial Wharf, Boston, MA 02110. (617) 227-9480; fax (617) 523-5465.

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YACHT YARD

STEP BY STEP INSTRUCTIONS FOR THE YACHTING ENTHUSIAST

OF WATERCRAFT AND WASTE

It's our first night aboard in months. The kids are finally asleep and Nelia and I are enjoying a delightful sunset cocktail hour. After a routine rest stop, I depress the small green button that has faithfully performed its thankless task for the past five years. To my horror, instead of expressing the contents of the bowl out of sight, the toilet utters a sickening growl followed by a belch and then silence. This was the start of an epic saga of shipboard repair that left me much wiser in the ways of watercraft and waste.

THE HARDWARE My head's plumbing system is typical of those found on modern yachts and is indeed a far cry from the simple cedar bucket. Such systems make it possible for the modern yachtsman to select a variety of waste management schemes, all of which must of course satisfy the "letter of the law." Unfortunately, this



often results in a rather complicated tangle of hose and hardware. On my 37-footer, for example, the distance (as the crow flies) from the head to the through-hull dis-

charge is a mere 5'. To actually transit this distance, the contents of the bowl must travel through an assortment of hardware and not an inch less than 37' of hose. Each hose clamp, fitting and connection is a problem waiting to happen.

THE CULPRIT After dissecting my system I discovered that its complexity had not, however, been its downfall. In a process that only a chemist could appreciate, waste and salt water left idle in piping create a rather nasty scale. This scale can congest and eventually clog a system. An old cruiser's

remedy, an occasional splash of vinegar, can control the process; unfortunately my system was too far gone. Indeed, an application of vinegar resulted in freeing large slabs of scale that compounded the problem.

THE FIX Biting the bullet, I installed a new pump, Y-valve and choker valves and replaced almost every inch of hose. I chose a 1½" diameter smooth-walled hose reinforced with an internal vinyl helix. I have found this type of hose to be resistant to odor permeation and tough as nails. Of course, all fittings should be secured with double stainless-steel hose clamps and inspected for leakage. In my opinion, hose runs should be kept to a minimum, and solid pipe, if used, should be at least PVC schedule 80. Pipe lengths should also be as short as possible and connections to rigid fixtures should be made with hose to allow flexibility.

Complicated waste systems appear to be a necessary evil, so investment in high-quality hose, hardware and routine maintenance is the only defense against "disaster" that I can prescribe. If you tackle a problem similar to mine, I can only add that the penalty in dollars is clearly overshadowed by the dismal labor involved. I'm giving regular vinegar therapy a try! —Jay Coyle

INSTALLATION TIPS

Things you should know to avoid trouble

- Use smooth-walled hose reinforced with an internal vinyl helix.
- For hard pipe, use PVC of at least schedule 80.
- Keep hose runs to a minimum length.
- Secure all joints with two stainless-steel worm-type hose clamps.
- Make connections to rigid fixtures with flexible hose to prevent problems from vibration.
- Pipe lengths should be kept to a minimal length —J.C.

MAINTAINING YOUR PUMPS

Most yachts carry several water pumps of various types for bringing sea water aboard, pumping bilge water overboard, and moving fresh water from tank to faucet. Whatever their purpose, pumps sometimes break down; fortunately, repair involves simple procedures that demand only basic skills and a few common tools.

Fixing any pump starts with the purchase of the proper repair kit; always carry on board at least one kit for every pump.

Impeller pumps are straightforward; there's an exploded drawing of a typical one on the following page. These pumps move fluids by means of flexible vanes rotating around an axle inside a casing. The rubber, plastic or neoprene impeller will self-destruct if it runs dry for even a few seconds, so knowing how to replace one is a necessary skill.

Take off the face plate and discard the gasket; there's a replacement in the repair kit. To remove the old impeller, grab its core with a pair of slip-joint or ChannelLock pliers—old-timers called these "water-pump pliers"—and pull straight out. With any luck, it'll slide off its splined or keyed shaft. If it doesn't, look for a set-screw.

If the liberated impeller is anything but 100-percent perfect, throw it away. Damaged vanes, cracking at the base of the vanes, worn vane tips—all are grounds for discharge. If any of the vanes are missing, find the pieces before starting the engine again; otherwise they

will invariably lodge where they can do the most damage. Many times you'll find the errant bits where the hose from the pump enters the heat exchanger, but if you can't find them, consult your mechanic.

Before replacing the impeller, coat the inside of the pump with a healthy layer of dishwashing liquid to provide lubrication at start-up. Slide the impeller back onto the shaft, and, using a new gasket, replace the cover plate, the inside of which you also have

soaped. Tighten the screws evenly. The pump should start moving water immediately on engine start-up, if you remembered to open the seacock.

Diaphragm, or positive-displacement, pumps use the bellows principle, pulling the liquid into a chamber on the intake stroke, then expelling it on the exhaust. Valves within the pump keep the water moving in the right direction. Many freshwater pumps are diaphragm types, as are most manual bilge pumps. Diaphragm pumps

have more pieces than do impeller pumps, but are still easy to fix, again assuming you have a repair kit on board. An exploded drawing of a typical diaphragm pump is on this page.

When a diaphragm pump ceases pumping, it is usually because a) the diaphragm itself has split, or b) foreign matter has jammed in one of the valves; this is most likely when the pump is plumbed to a shower sump or bilge pickup. In either instance, the fix is the same: Disassemble the pump and

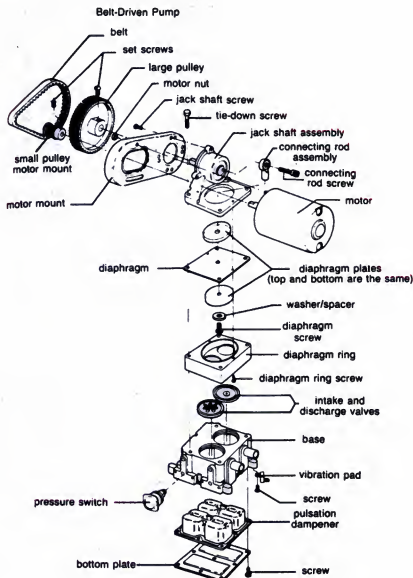


FIG. 1

IMPELLER PUMP

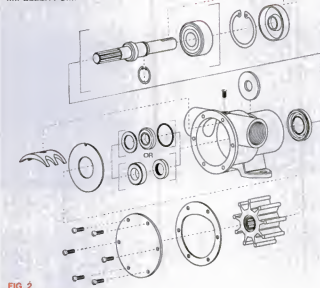


FIG. 2

clean the appropriate parts or replace them.

The valves in a diaphragm pump are usually identical, except one is installed this

side up, and the other, that side up. Keep track of which is which—reverse them, and the pump won't work. I take out one valve at a time,

clean it, check it for damage, and replace it upside-down compared to the valve that's still in place.

Most of the time, the problem with a diaphragm pump is a clogged or torn valve, but whenever you have the pump apart, remove and carefully inspect the diaphragm, too. Replace it if you have any doubts.

Maintain your emergency bilge pump as you do the rest of your pumps. Most are diaphragm types. A proper strum box, or at least a fine-mesh wire screen, fitted over the bilge pickup will minimize the amount of junk that winds up in the pump. The same holds true for any bilge pump: Keep the debris out, and your pump will be happier. —Michael A. Smith

CARE AND FEEDING OF TEAK

Last month, I told you that teak doesn't like to be sanded before being refinished because the oil and dust form a paste that clogs the pores. If your teak is in rough shape and needs sanding, clean it first with a single-part cleaner (some two-part cleaners leave a residue). Apply the cleaner according to the maker's directions and gently work in with a scrub brush. The cleaner will foam and turn black. Rinse and repeat the treatment until the foam is clean. While you rinse for the last time, buff in the direction of the grain with coarse bronze wool. Rinse and scrub until the water runs clear. (The gray flowing in the water is dead oil, which the cleaners can't remove.) When the wood appears to be dry, buff with bronze wool in the direction of the grain to remove the fuzz.

Now, apply Teakguard protective finish. Let dry for 10 to 20 minutes, then lightly buff with bronze wool for a smooth finish. Apply second, third and fourth coats but do not buff between these. Let each coat dry 10 to 20 minutes.

Teakguard is a penetrating polymer resin that allows the wood to breathe while it seals in the natural oil. I saw a demonstration and was impressed with the quality of the finish. Teakguard doesn't support mold or mildew, and it won't stain fiberglass. A 16-ounce bottle sells for \$16.95 and does 75 sq. ft. *Contact: Technology USA, Dept. Y, Box 44969, Fort Washington, MD 20749. (800) 325-6070. —Dennis Caprio*

SCREWS, NUTS AND BOLTS

Buying fasteners is like playing 20 questions: Do you want screws or bolts? Wood screws or machine screws? Flat, round, oval or hex head? Self-tapping? What size? What length? What thread?

Wood screws have an unthreaded shank, and taper to a point. Machine screws screw into threaded ("tapped") holes in metal or other hard material; with nuts spun onto their ends, they become bolts. Self-tapping screws will cut their own threads in aluminum or other soft metal; some folks use them in wood. Hex bolts are the traditional nut-and-bolt, and tighten with a wrench.

Machine and wood screws come with round, flat, or oval heads; oval heads are flat heads with a

1. MACHINE SCREW



2. WOOD SCREW



3. HEX HEAD BOLT



bit of crown. Self-tapping screws can also be pan-headed—like round heads that have been squashed.

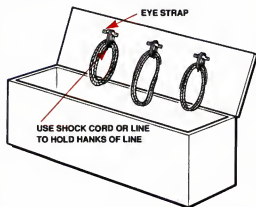
Smaller diameters are described in gauges rather than fractions of an inch—the lower the gauge number, the thinner the fastener. For example, a #14 wood screw has a shank diameter

a hair under 1/4", and comes in a variety of lengths. Machine screws work the same way up to 3/16"; after that, just ask for the diameter you want in fractions of an inch. You can borrow or buy a gadget at the hardware store to help you determine the proper gauge.

—Michael A. Smith

A GOOD WAY TO STOW LINE

Nothing, absolutely nothing, is worse than tangled line, especially when you need one in a hurry. Holding a close second is line buried under other gear. That's how it was aboard our boat—the lines we need always seemed to wind up tossed into a locker, where they became entangled and hid everything beneath them. A workable solution to the problem is to provide retainers that allow the lines to be tied up against the underside of the locker hatch when it's open. I installed eye straps on the underside of the locker hatch and after coiling a line, I fasten it to the eye with a short piece of shock cord that has a stainless-steel hook on its free end. When the hatch is closed, the lines lie on top of whatever is in the locker. When the hatch is opened, the lines



are available and the contents of the locker are easy to see and reach without my having to dig through the lines.

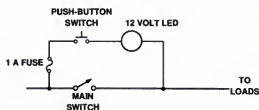
—Ward O. Daniels

A BATTERY SAVER

When I leave my boat, I always turn off all normal battery loads. The problem is to be sure that I don't inadvertently leave a small light burning in the head or elsewhere. A simple solution was to wire a light-emitting diode (LED), a fuse and a momentary switch across the main battery switch. When I'm about to leave the boat, I turn off the main switch and hold the momentary switch in its "on" position for, you guessed it, a moment. If I've left any electrical device turned on, the LED illuminates. After I locate and turn off the

offending consumer, I check again—the LED should stay dark. Remember to turn the main switch back on so that the bilge pump will operate when it should.

—John Cesan



CHRISTMAS ABOARD

We are fortunate to be able live aboard our Whitby 42 ketch. But every year when Christmas rolled around, one problem we always had was where to put the Christmas tree. Even on a boat as large as ours, unoccupied space is in short supply. The answer to our problem has been staring at us for years. We decided to make use of what is already there—a great aluminum tree growing up through the saloon. We wrap a green towel around the mast and hold it in place with a spiral wrap of elastic.



We get pine boughs from a local Boy Scout troop by giving a small donation. We weave the boughs into the spiral wrap of elastic and form the body of the tree. The humid environment aboard the boat keeps the needles from dropping off the boughs for quite a long time. When the holiday is over, disposing of the "tree" is as easy as walking to the dumpster. Converting our Whitby's tree trunk into a Christmas tree gives our boat a warm cheerful holiday atmosphere.

—Susan A. Coates

LAUNCHING AND STOWING

On our boat, the best place to carry the dinghy is on the foredeck, but considerable freeboard at the bow makes launching the dinghy or hauling it back aboard a bit of a chore. A useful solution to this problem is to install a pelican hook in the upper lifeline, allowing it to be dropped when the dinghy operations are under way. I also threaded onto the lower lifeline six plastic balls about the size of baseballs. These make a great set of rollers over which the dinghy easily moves.

—Henry B. Grandin Jr.

AVOIDING PORT LEAKS

Many port leaks are the result of a lack of maintenance as well as the deterioration of the rubber gasket against which the port bears when it is closed. You can prolong the gasket's useful life by putting a light coating of clear RTV sealant on the gasket when the port is open and allowing the RTV to cure before closing it. Leaks also stem from clogged drain holes which drain away water that would otherwise lie against the seal. A smoker's pipe cleaner is ideal for removing debris from the small holes.

—C.B. Husick

STORY IDEAS

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DAHON

SI-TEX Introduces New Waterproof LCD Charting System with Full VGA Resolution of C-MAP Cartography, Built-In GPS Option

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Operation of the NAV-ADD 6000 is a breeze with easy-to-understand on-screen menus and dedicated-function softkeys. Multi-leg navigation routes are easily planned by simply guiding the on-screen cursor over the chart, with the trackpad control, and touching a single key to enter waypoints and event marks where desired. Waypoints, connecting course lines and your present position relative to them are graphically displayed on the chart. You can zoom the chart in for small details on harbor charts. Or Zoom out for wide area views. You can store up to 500 waypoints, marks, events and up to 800 miles of track for future use.

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□ **Best-Seller! VOYAGING ON A SMALL INCOME** by Annie Hill. Annie and Pete Hill voyage on *Badger*, a Benford 34' Sailing Dory. An income of £1,300 per year lets them do this without worrying about stopping to work. They built her a decade ago, live aboard her, and have sailed her over 60,000 miles. Annie wrote this book to answer all the questions about what they're doing. If you want to follow in their wake or set off on your own adventures, there's a wealth of practical information on how-to-do-it here. 192 pages, 8½"x11", softcover, photos, illustrations and drawings (including the Benford plywood and epoxy dory designs like the Hills 34' *Badger* and many variations from 26' to 37½').

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"This book leaps into the 'must read' category for anyone contemplating living aboard and getting about, whether on a small or large income, and the 'should read' category for all cruising people." *Yachting World*



— A Warning —

Unless you are already living on the uttermost boundaries of the monetary system of Western Civilization, you should read Annie Hill's book with greatest caution.

The work you have in your hands purports to offer a series of hints concerning the art of *Voyaging On A Small Income*. So it does, but if you think that is all you are getting, you have been misled by a remarkably innocuous title. What you are about to read is a volume dealing with the business of sailing in its broadest context, but which also poses a number of serious questions about the true priorities of life for the long-distance mariner. In case this makes you want to dump the thing like a hot ballast pig, don't panic. Annie Hill and her skipper, Pete, are emphatically not "drop-outs", pushing half-baked philosophies to the disenchanted.

They are members of the Royal Cruising Club and are the most successful capitalists I have ever met. The fascination of the following chapters is that for many of us, they may serve to redefine the meaning of "success". (Tom Cunliffe, from the Foreword)



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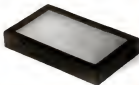
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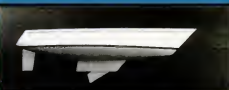
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OCEANCO SELLS ITS FIRST TWO

RICHARD BERTRAM MOVES; JACKSON, MOSS JOIN FORCES

EDITED BY CHARLES BARTHOLD

The first launch from Oceanco, *Achiever*, was recently sold to Vijay Malloy, chairman of the U.B. Group. Her new name is *Indian Achiever*. The boat was the first built by the yard, which constructs hulls in South Africa and does the finish work in Holland. She is powered by twin MTU 12V396TE74s. Oceanco has also sold

its latest construction, a 78-footer. *Alarga*, to be completed in March, was purchased by a Greek businessman. She will have twin Cat 3412DI-TAs. She will include an owner's stateroom, a VIP stateroom and two guest suites. Additional accommodations are provided for a captain and a crew of two.

RICHARD BERTRAM'S NEW OFFICE Scott French has been appointed manager of the Ft. Lauderdale office of Richard Bertram Inc. French will manage the company's new offices at Bahia Mar Marina. The address is: 801 Seabreeze Blvd., Ft. Lauderdale, FL 33316. (305) 467-8405; fax (305) 763-2675.

Other news at Richard Bertram, Inc. includes the creation of a megayacht brokerage division. Citing a continued increase in activity in the yacht market 80' and above, Richard Bertram, Inc. has introduced the division to enhance services to large-yacht customers.

A NEW BROKERAGE David Jackson and Pat Moss have combined forces to form Fino Yacht Brokerage. Jackson is president of Florida Yacht and Ship Brokers; Moss is a member of the Superyacht Society, Florida Yacht Broker Association and is on the Marine Advisory Board of Ft. Lauderdale.

Contact: Fino Yacht Brokerage, 1700 East Las Olas Blvd., Ft. Lauderdale, FL 33301. (305) 467-1122; fax (305) 467-0011.

ALLIED HOE-DOWN Allied Marine has announced a new fishing tournament that will pit Hatteras owners against Tiara own-

ers in friendly competition. Called "The Hoe-down," the tournament will be organized by Allied Marine's Stuart Hatteras office and will be held in mid-January. The release tournament will focus on sailfish and will be open to all Tiara and Hatteras owners. The theme will be country-and-western. Contact: Melissa at Stuart Tiara: (407) 692-1123.

SHOW TIME The fourth annual International Boatbuilders Exhibition and Conference (IBEX) is scheduled for Feb. 2-4 at the Greater Ft. Lauderdale/Broward County Convention Center. Admission to the exhibition hall, which will include more than 200 marine trade exhibitors, 10 manufacturers' workshops and technical demonstrations will be free of charge. Thirty-five seminars covering topics of interest to yacht industry professionals are also scheduled. There is a charge for each session and package rates are available. The event is sponsored by Professional Boatbuilder magazine. Contact: IBEX 95, c/o CMC registration, Box 30162, Hartford, CT 06150. (800) 243-3238 or (203) 852-0500.

For information on any of the yachts featured in this column, contact your broker.



Royal Huisman recently announced a new concept yacht: the Huisman 100. The Dutch custom yard will build the semi-custom yacht with lines from German Frers and styling by Pieter Beeldsnijder. Construction will be in aluminum.



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146' MOTORYACHT, '44. Seaworthy passagemaker can easily accomm. party of 15 & crew. Complete refit from waterline up in '92. Excellent charter boat potential. Seller will trade or finance. \$900,000.



130' CHRISTENSEN PILOTHOUSE. Fine construction in Fiberglass. Full width owner suite + 3 large stms, skylounge, media room & gym. DETROIT 16V92TA's DDEC cruise 15 Kts. (714) 673-5252 or any Fraser Office Worldwide.



127' DELTA FBG MY, 1989. CAT 3412's cruise 12 Kt. 12,000 gal. 4500 mi. Beautiful workmanship. DELTA has created one of the finest heavy duty cruising yachts in the world. Loc: West Coast.



105' AZIMUT, FDMY '86. A fast motor yacht powered by twin 1960 Hp MTU diesels. Equipped so that it can be owner operated. \$2,950,000. Contact John LaCasse (206) 282-4943.



85' FEADSHIP 1971. By Van Lent & Zonen. 3 db stms + crew. CAT D343's cruise 11 Kts. 2500 mi. LP painted 1993. Rare chance to buy a Feadship @ \$995,000. Loc: California.



76' CUSTOM GAFF RIGGED SCHOONER, 1982/5. A fully found cruising yacht with accommodations for 8. Capable world cruiser. Reduced \$100K. \$395,000.



72' COOPER MY 1991. By Cooper Yachts, Canada. Jack Sarin design & fabulous Glade Johnson interior w/4 double stms w/baths. MTU's cruise 17 kts. Outstanding buy in a near new yacht. \$1,500,000. Loc: West Coast.



76' OFFSHORE STEEL MY 1982. 3 double staterooms + crew. Twin CAT 3306's cruise 3000+ miles. A fine yacht & "little ship". Outstanding value @ \$795,000. Location: Southern California.



70' DELTA FBGL PASSAGEMAKER 1988. Stabilized, thruster, Satcom; 4 db stms. CAT cruises 2500 mi. DELTA world famous quality. Loc: So. Calif. \$2,350,000.



67' MACGREGOR 65 '85. Heavily customized & modified for race & charter. USCG certified for 27 passengers, in demand for America's Cup w/Cup client list. \$139,000. Contact Jeff Hooper (714) 673-5252.



SEA RAY 630 SSS 1992. This super cruiser has every option and then some. Twin 3412's high performance 1000 Hp CATs. Maintained with a full time skipper. Gorgeous condition. \$1,100,000.



61' HATTERAS WIDE BODY MY, '81. 3 db guests full width master. 12V71's with stand up engine rooms. Galley up model. Beautifully cared for creative seller. \$565,000.



60' CUSTOM HOOQUIM 1994. A "little ship" designed for serious cruising. Beautifully designed. \$950,000.



60' AZIMUT 1984. A beautiful example of European craftsmanship. Undergone an 18 month refit and sports a '91 Sterling paint job and a new interior. Must See! \$549,000.



"WILLIWAW" MASON 43' SAILING YACHT '89. Yanmar 44 Hp, gen set, watermaker, radar, weather fax, 10' inflatable w/OB. Beautiful interior. Bristol exterior. 2nd to last built. \$185,000. Patric McConnell (619) 225-0588.



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122' (37 m) CRN. Built 1978 - rebuilt 1992. Lloyd's 100-A1 LMC - new Cat 1000 hp - on deck, stateroom + 4 twins - new interiors, systems, electronics - 2 x 85 kw gen. Contact Carlo Agliardi, C.A., for details.



73' (24 m) ADMIRAL. Built 1973 by Cantieri di Lavagna. Comfortable, classic motor yacht - total refit 1994 - 8 guests in 2 doubles & 2 twins - new interiors - 3 x 900 M.T.U.'s. Contact Alex Mazzoni, C.A., for details.



65' (26 m) BENETTI. Built Viareggio 1972. 2 x G.M. 6V71 - 12 & 24 kw twins - 7 guests in 3 cab - interiors finished in hand-rubbed mahogany - full electronics - economical. Contact Antoine Althaus, C.A., for details.



111' (34 m) SANGERMANI SCHOONER. 1980. 8 guests in 4 cabins - 1 total 3408 - 48 & 16 kw generators - air conditioning - full electronics - efficient winches - Hood sails. Contact Antoine Althaus, C.A., for details.



112'86" (34.40 m) PASSAGEMAKER. La Spezia 1990. Peterlin project - Piero Pinto interiors - 2 x 476 hp Deutz give 12 knots - owner's stateroom + 1 VIP double + 2 twins. Contact Antoine Althaus, C.A., for details.



78'7" (24 m) C.N. SANTA MARGHERITA. Fiberglass construction - teak decks - 2 x G.M. diesels give 30 knots maximum - six guests in three ensuite double cabins. Contact Eric Althaus, C.A., for details.



100' (31 m) AKHIR. 1985 by Cantieri di Pisa - triple plank mahogany hull - 5 doubles - 2 x 1600 hp MTU's (new W5) - newly repainted - Satcom - excellent condition. Contact Carlo Agliardi, C.A., for details.



84' (25.60 m) SANGERMANI. 1976. Classic & modern ketch - sole owner - 7 guests in 3 doubles - 600 hp MTU - 11 knots cruise under power - air cond - B&G wind instruments. Contact Carlo Agliardi, C.A., for details.



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AWAY'S

163' (49.6 m) of ocean-going motor yacht built by C.N. Codecasa in 1991. Six elegant, ensuite cabins and sophisticated saloon area in mahogany and teak with white satin ceilings. A sleek, contemporary design with good speed performances and capable of comfortable, long passages with economy. Offered at an exciting price.



L.O.A : 163' - 49.60 m
Beam : 31' - 9.30 m
Engines : WARTSILA 2 x 1875 hp
Speed : 17 knots



CONTACT CARLO AGLIARDI or ANTOINE ALTHAUS

Port de Fontvieille, 8 Quai des Sanbarbani - MC 98000 MONACO

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FAST CRUISER, HIGH TECH SAILING YACHT
Aluminium alloy Group Fino design, built at the JFA shipyard, France. Sloop for swift world cruising in comfort. High tech. from carbon fiber mast, moveable water ballast and shoal keel draft. Comfortable light wood coloured interiors, full beam stateroom and spacious saloon. Fully equipped and state of the art.



L.O.A : 75' - 22.58 m
Beam : 20' - 6.40 m
Engines : 1 x 170 hp YANMAR
Speed : 15 knots

CONTACT BRUCE SCHATTENBURG - FT. LAUDERDALE, FL

CONTACT ANTOINE ALTHAUS - MONACO

Port de Fontvieille, 8 Quai des Sanbarbani - MC 98000 MONACO

Phone : (33) 92 05 67 00 - Fax : (33) 92 05 67 65

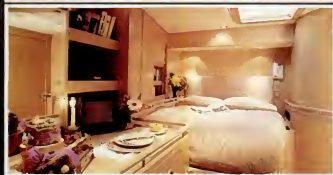
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110' (33.5M) exhilarating Ron Holland sloop built by Sensation Yachts in New Zealand. Andrew Winch interior finished in lovely light Tawa wood. Four guest cabins with ensuites. State-of-the-art equipment including captive winches, unobstructed decks, central guest cockpit, aft steering cockpit and tender garage.

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- Starkey, Disdale or Zuretti interior
- 17Kt Cruise, 3400 n.m. range
- Layout options still available
- Tender garage w/3 open decks
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- Delivery 16 months from signing



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90' (27.5M) Sangermani ocean cruising yawl. G IV (as she is affectionately known), has been lovingly restored and is truly better than new. Superb teak interior with raised salon, elegant owner's suite and two guest suites. G IV has the most enviable cruising and racing record of any sailing yacht and is now available for the discerning yachting enthusiast.



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PRINCESS TANYA

188.99 ft (57.60m) luxury yacht built to a very high specification by Austin and Pickersgill Ltd. of England. Extensively refitted and rebuilt 1992. 7000 mile range, exceptional entertainment areas, Superb wood paneled accommodation for 18 guests in 9 ensuite staterooms.

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ARNI A

104' (32M) Garden designed Alloy Yachts built centerboard cutter with enclosed pilothouse and outside cockpit. Three staterooms, private owner's office, raised salon and lovely light interior. Furling rig, hydraulic winches, garage for toys and easy water access via hydraulic stairs.

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PHOTOS: Donna & Ken Chrysler

TALON

123' (37.5M) luxury yacht with wonderful outside deck spaces on all three levels. Owner's suite on deck, four large guest suites below. Lovely sky lounge with covered dining area outside. Transatlantic range. The best accommodation layout and styling in a manageable size that we have seen.



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CHINTA MANIS

86' (26.5M) little ship built by Stephens Marine to a Hargrave design. Proven 4,000 mile range. Lovely traditional teak interior with three staterooms and excellent crew quarters. Galley up, dinette in wheelhouse, large aft deck. Shoal draft with excellent seakeeping characteristics. She is ready to leave on your world cruise now.

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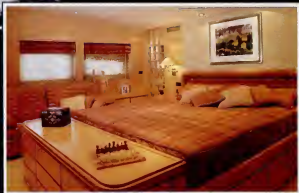
LENGTH: 88' - BEAM: 21' 6" - DRAFT: 3' 6"

SPEED: 20 kts. RANGE: 1,000 miles

ENGINES: (2) GM 16V92TA - 1400 HP

SAGA

The PROTEKSAN 88 - exciting design, built in 1993, spacious outdoor areas, great layout, maximum safety and comfort, all in a 20 knot aluminum semi-displacement hull. Layout features a flybridge designed for dining, sunbathing, and shaded lounging (with retractable awning.) Accommodations include master stateroom on deck with ensuite bath, vanity & walk-in closets, plus VIP stateroom and two double guest cabins, all with ensuite baths. A beautiful main salon and a fully equipped galley lead to an open aft deck. Steps provide easy access to the garage/swimming deck/platform. Not offered for sale in the U.S.



CONTACT: SAMUEL ABRAHAM, Owner's Agent
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Telephone: (305) 463-0600 Fax: (305) 763-1053



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BUILDER: Gdansk Yacht Builders
CONSTRUCTION: Steel
CLASS: 100-A-1 Germanische Lloyd
LOD: 104 Ft. BEAM: 24 Ft.
DRAFT: 8' 2" CB up - 23' CB down
YEAR: 1992

WHITE EAGLE

Launched in July 1992 for an experienced German owner, WHITE EAGLE is designed on the classic lines of the large sailing yachts of the Golden Age of Yachting. She is therefore rigged as a cutter making her one of the most spectacular sailing yachts to be launched in years.



In addition to her awesome presence and great speed, WHITE EAGLE offers wonderful amenities with her 5 double guest cabins with ensuite heads and a sumptuous main salon befitting a vessel of her class. Available for purchase or charter this winter in the Caribbean.

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LENGTH OVERALL (LOA): 52.5 METRES (171 Ft.)
LENGTH WATERLINE (LWL): 40 METRES (130 Ft.)
LENGTH ON DECK (LOD): 46.5 METRES (151 Ft.)
BEAM: 9 METRES (29.25 Ft.)
DRAFT: 2.35 METRES (7.66 Ft.)
POWER: 2 x CAT. 750HP Diesels

Golden Age

The New Era of Classicism in modern yacht design has begun with the Golden Age . . .

FRASER YACHTS proudly offers the 52.5 meter (171 ft) LOA *Golden Age* classic yacht design, a state-of-the-art motor yacht which will hold its value, comfort and its stylish character well into the next millenium. The steel-hulled *Golden Age*, with interior styling by the world-renowned **DONALD STARKEY**, was designed by **G. L. WATSON NAVAL ARCHITECTS**, who have created – and evolved – the greatest classic yachts for the world's leaders for the past 120 years.

The *Golden Age* will be custom built by **AILSA-PERTH SHIPBUILDERS**, the master Scottish shipyard with a Century of great classic yachtbuilding experience. Ailsa-Perth builds its yachts to true oceangoing ship strength, and to Lloyd's, ABS or other classification society standards.

Room for 10 or more guests: The *Golden Age*, with some 30ft (9m) of beam, has lavish accommodation space for at least eight guests in four staterooms plus a vast main deck Owner's Suite, with His and Her bathrooms, and a large Owner's Study. The yacht features two large guest saloons, a separate formal dining area and a less formal aft deck dining area, a casual deck lounge on the bridge deck, and massive open sunning spaces. The aft engine room ensures that *Golden Age* has large, uninterrupted guest spaces.

The *Golden Age* is being offered by Fraser Yachts and Ailsa-Perth at an amazingly reasonable price, giving a very high quality European-built custom yacht which is both affordable and durable as an investment and as a gracious, comfortable work of art.

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YEAR: 1989 LOA: 65'
BEAM: 18' DRAFT: 5' 9"
SPEEDS: 24 Kts. @ 1875
30 Kts. @ 2300

1989 65' HATTERAS 16V92TA's

An impeccably maintained yacht with low hours, flawless interior and exterior cosmetics. Air-seps, extra AC on bridge. Twin 20KW generators. Chart-Link with plotter. 98-mile color radar. Cablemaster. Babied 1692's are the right engines!



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LOA: 75'
BEAM: 18'
DRAFT: 5'
POWER: 1271HP's
FUEL: 2,300 Gals.

75' BROWARD AFT DECK MOTOR YACHT

A rare flush deck Broward with galley up, full walk-arounds and large aft deck lounge. Beautiful woodwork and varnish complement the gleaming Awlgrip. Engines just majored. Kept under cover, of course.



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King size master stateroom



Spacious settee overlooking wheelhouse



Main salon with fireplace and wet bar adjacent to dining room

103' WESTPORT / McQUEEN

Crystal Spirit



Expansive deck area for entertaining and recreation

Luxurious custom 103' fiberglass motoryacht with cockpit. Built by Westport/McQueen in 1989. Total refit in 1993 with exquisite interior appointments, white oak, custom wall coverings, designer carpet, Italian marble and Blue Pearl Granite and Italian crystal sculptures. "Crystal Spirit" has state of the art navigation and electronics including SATCOM. Powered by twin turbocharged, aftercooled Detroit Diesel engines, capable of making 17 knots.

Cockpit includes a Jacuzzi, barbecue, refrigerator and climate controlled custom designed bait well/aquarium. New Sterling paint job on entire yacht. Gorgeous teak decks and built-in fueling system for shore boats and jet skis.

Full width main salon with fireplace, wet bar which includes icemaker, dishwasher and SubZero under-the-counter refrigerator and garbage disposal. Formal dining area adjacent to main salon features a custom shattered glass dining table. A chandelier completes the feeling of luxury. Owner and guest quarters for six in three double staterooms. Master suite has a king size bed and Jacuzzi tub. Accommodations for Captain and crew. Large covered afterdeck for Alfresco dining. Expansive pilot house with a spacious settee for viewing the beautiful outdoors in this magnificent vessel.

Flying bridge with seating area and power tilt mast; large hydraulic crane; Two 750SS Kawasaki Jetskis; 16' Boston Whaler Super Sport w/100 hp Mercury and 11' Avon with 30hp Johnson.

There is no way to describe this beautiful yacht. A personal inspection is the only way to appreciate the beauty and functionality of "Crystal Spirit". Maintained by a professional crew and ready to go at a moment's notice.

CONTACT MIKE KELLER, CENTRAL AGENT

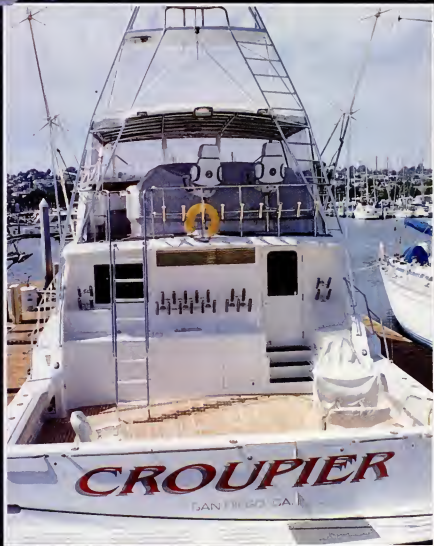


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CROUPIER **78' Knight & Carver** **Sport Fisherman**

This is your opportunity to own one of the finest sport fishing yachts available. Built in 1990, she offers high performance, proper sea-keeping characteristics, spacious cockpit and accommodations consistent with a world class sport fisherman. Powered with 16V92TA DDECs, Croupier has a top speed of 35kts and cruises at 30kts. She has an impressive master and guest stateroom with ensuite head and shower. Forward is a crew or second guest stateroom with V-berth, head and shower and ample storage space. The beautifully Koa wood accented main salon has a spacious lounge and dining area, wrap-around galley, bar and on-deck head. A full compliment of electronics, oversized tankage and watermaker make this a true go anywhere yacht.



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Telephone: (714) 673-5252 Fax: (714) 673-8795 Home: (714) 646-4229

TEAM REX



Leslie Bell

Leslie holds a degree in Foreign Languages from Stetson University and is fluent in French and Spanish. She attended graduate school in Switzerland. Her 5 years in the yacht charter and cruise industry enhance her valuable humanity skills.



Donald Lee Canavan

President of Rex Yacht Sales since 1976. Don grew up on the water in Ohio, studied the arts & architecture at KSU & Akron U. Moved to Ft. Lauderdale in '71 & bought his first yacht in 1976. He has since cruised most oceans and represented Cheoy Lee since 1975.



Jeanne Doyle

Jeanne owned and ran her own company for 17 years. As Comptroller she assures accurate and precise accounting and has been an integral part of Rex Yacht Sales since 1981. Her business experience and acumen have proven to be an invaluable asset.



Bruce Majka (Mica)

Bruce is the Director of New Yacht Construction for Rex Yacht Sales. His twenty year experience with Cheoy Lee Shipyards combined with a lifelong love of cruising (power & sail) brings a wealth of experience to his clients.



Jennifer Parker

Jenny is a graduate of the University of Oklahoma with a degree in Communications. She is Listing Secretary for the firm and has been involved with the boating industry for about 8 years and associated with Rex Yacht Sales for the last 4 years.



Joe Collins

Joe has been with Rex Yacht Sales since 1979. He began sailing Long Island Sound at age 8. At Georgetown University he was Commodore of the sailing team in 1969 & 1970. Currently holds his 100T Coast Guard license and has extensive cruising experience.



Sam Israeloff

A native New Englander, Sam grew up sailing on Narragansett Bay. His representation of yachts such as CARMAC VI, OCTOPUSSY, ENDEAVOUR, TICONDEROGA & EMPRESS SUBARU is testimony to his knowledge. Sam celebrates his 15th year in the industry.



Dana Cambon

Dana began yachting on Lake Ponchartrain in the New Orleans area in the early 60s, earning his 100-ton Captain's license in '81. He sailed the Bahamas and Caribbean for 3 years, settling in Ft. Lauderdale in 1984. Dana takes great pride in each client he represents.



John DeCaro

John's 18 years of yachting experience includes 14 years as a Captain having cruised on every ocean in the world. As an Autocad technician he has worked in yacht design and project management and is Project Manager for our Inace New Construction program.



George Campau

"Mr. Caterpillar", George has been involved in the diesel engine business over 35 years. He has worldwide experience with boat builders and 8 years living aboard a trawler. George loves big boats and projects. His worldly depth of experience is reassuring.



REX YACHT SALES was founded in 1975 and has been a continuing sales force for 20 years.

The product lines we represent and the yachts we broker are generally "off-shore cruisers", be it power or sail, big or small. All of our brokers have extensive first hand offshore experience. We know what it is like to be out there all alone at the "mercy" of Mother Nature. Most of us started out with a love of sail that evolved into a thorough understanding of offshore equipment. Our experience is first hand, from rowing dinghies to today's so called MegaYachts and all the parts that make them unique offshore cruising machines. **"Been there, done that"** is commonly heard around the office when discussing a clients needs from at least one of the team. We understand long range relationships and value the satisfaction of servicing our clients needs, including

the eventual resale of the yacht just commissioned.

Our offices are at the Marina Inn and Yacht Harbor, the only marina bounded by Port Everglades and is the only location in Fort Lauderdale not restricted by draft or height. Located on the second floor, pool side in the complex, we offer covered parking and business services for our worldly clientele. Please take advantage of our services and amenities your next time in town.

Rex has the resources and experience to meet our clients varied demands in this ever evolving world. We are dedicated to contributing our "know how" to the industry. Of course we continue our education every day in a most pleasant way.

WE LOVE WHAT WE DO!! Come share the fun. Call, fax or stop by **we'll be here.**

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Donald Lee Canavan

Bruce Majka • Sam Israeloff • Joe Collins
Dana Cambon • John DeCaro • George Campau

83' BROWARD MOTOR YACHT, 1982, 12V71TT's, white body, 3 S/R, 8 guest plus 4 crew, aft deck. Extra nice condition. Must See! Reduced to \$1.6 mil. Offers!



155' BRAND NEW 1992 Documentaire, Cat Power, Cat Gensets, U.S. built, aluminum, 6 exquisite suites. Best big boat buy on the market! A ship in yachts clothing!



92' 1992 CHEOY LEE FULL M/Y: All airex F/G const., 4 dbl. S/R's in owners plus 2 crew S/R. Immaculate low hours vessel, extensive equipment. Try \$2.6 mil. Trades!



88' 1972/REFT 1991-92 CRN ANCONA MY: Corten steel, 4 staterooms, master w/jacuzzi bath. Long range little ship. Separate crew. Ask \$1,275,000.



78' NEW INACE MY, 1994-Built to ABS, 24 Kt. cruise, 28 KT. top spd. Master w/queen & his/her heads, 2 guest S/R w/heads + crew/guest suite. Full warranty. \$1,250,000.



72' 1988 Cheoy Lee Cockpit M.Y. All F/G construction, Fexas design. Custom liveaboard layout. 12V71TT's offer 19 KT cruise. Top of the line equipment, new awlgrip Oct. '93. \$865,000.



66' CHEOY LEE LRMV, 1986. Only walk-around ver. avail. GM8V71N's twin gen sets, 5 cab layout, same owner since new, good elec., complete awlgrip Sept. '94. ASK \$695K.



61' CHEOY LEE CMV, 1988. Custom, 4 S/R, walk-in eng. rm., on deck powder rm., FB ent. area w/FBG hd top, compl. awlgrip in '94. Int. in Ash, Corian counters & heads. Ask \$595K. Contact Joe Collins.



52' JEFFERSON MARQUESSA, 1990: 1100 hours, clean, high quality yacht. Great value. 2 queens + under/over. Owner motivated to purchase larger yacht. Trades considered. \$419,000.



70' CHEOY LEE SF, 1992: 3412 Cats gives 26 kts., walk-in engine room. Puerto 4 S/R int. in Ash, large enclosed FB. Jannaire grill in cockpit, latest Fexas design. Ask \$1,550,000.



34' 58 CHEOY LEE PEDRICK SLOOP EXL COND.....	Try \$ 59,000
40' 93 MIDNIGHT LACE - DEMO OFFERS.....	\$ 275,000
42' 91 TEMPEST SPORT YACHT.....	\$ 290,000
43' 91 CHEOY LEE M/S.....	\$ 150,000
43' 97 BENETEAU OCEANUS.....	\$ 135,000
44' 90 MIDNIGHT LACE, NEW ENG & GEN.....	\$ 169,500
46' 90 CHEOY LEE - MINT.....	\$ 189,000
47' CHEOY LEE - GARDEN DESIGN.....	\$ 190,000
51' 96 SKYE KETCH.....	\$ 179,000
52' 98 CHEOY LEE EMY, 375 CATS.....	\$ 495,000
55' 96 MAJORA, LOW HOURS - NEW PAINT.....	CALL
59' 97 STEVENS BY SAS, FBG.....	Offers/Trades \$ 695,000
65' 85 HATTERAS LRC.....	Try \$ 825,000
70' 99 INACE MOTOR YACHT.....	\$ 695,000
80' 93 TEMPEST EURO SPORT YACHT.....	\$ 3.2 MIL.
83' NEW CHEOY LEE FULL MOTOR YACHT.....	\$ 1.8 MIL.
88' 90 INACE MOTOR YACHT.....	\$ 1,090,000
92' 98 BROWARD FULL MY.....	Asking \$ 2.3 MIL.
96' LLOYDS SHIP, WARRANTIES.....	Try \$ 4.5 MIL.
123' 97 BROWARD MOTOR YACHT.....	\$ 3.2 MIL.



86' MEDITERRANEAN SLOOP, 1986: Large wheelhouse/lupper salon. Ext steering, excel. performance sailer power/twin Luger diesels. Owner moving to Sportfish Asking \$1,395,000.



63' CHEOY LEE MS, 1990. Twin Perkins Diesels, twin 15kw Westerbeke gen set, Hood elec. stowaway. Fully found. Compl. 4 yr circumnav. Replacmnt cost \$1,150,000. Asking \$689,000.



50' ANGEL RAISED PH CPMY, 1987: 3 S/R, diesel, Northern Lights gen, Naid stabilizers, water maker, excel layout w/queen master. Elegant/lugged cruise design. Asking \$375,000.

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Fort Lauderdale, FL 33316

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CheoyLee

LRMY's

55' FBMY, 61' CMY

66' FBMY, 80' FBMY

In walkaround
or widebody

MEGAYACHTS

84', 90', 103' & 114'

Raised PHMY,

Cockpit MY and

Full MY Eurostyle



90' LONG RANGE MOTORYACHT: Designed by Jack Hargrave. All fiberglass construction, twin DD 12V71TA Diesels give 14kt cruise, transatlantic range. 4 dbl S/R owners, 4 crew, galley, formal dining salon up. Separate crew lounge/galley. Available in Cockpit, full or Eurostyle models. From \$2,461,500.00



80' LONG RANGE MOTORYACHT: New design from Cheoy Lee Shipyards. Twin Caterpillar 3406T diesels produce 3,000 mile range at 13 kt. cruise. Standard layout has on deck galley, formal dining area, equal Owner/VIP staterooms, plus 2 additional guest staterooms, separate crew quarters, lounge/galley. Custom layouts encouraged. Introductory price at \$1,755,000.

CheoyLee

SPORTFISHERMAN

50', 58', 70', NEW 83'

PERFORMANCE MY's

58', 77', NEW 80', 83' and

92' Available

Full, Euro or Cockpit



83' TEXAS FAST MOTORYACHT: Designed by Tom Fexas. All airex core fiberglass construction. Twin DD 12V71TA diesels give 18 knot cruise, other engine/speed options available. (4) Dbl S/R's in owners, 2 dbl S/R's separate galley/lounge for crew. Main deck has pilothouse, galley, dining and main salon. Available in full, cockpit, and Eurostyle models. From \$2,021,400.00



NEW 58' FAST MOTORYACHT: This new design by Tom Fexas is available in either a Euro Transom or Cockpit version. Euro transom provides easy access to swim step and adequate room for jetski storage. Std. 3408TA Caterpillars offer 25 knots cruise. Full width master stateroom, galley down, 2 staterooms forward. Introductory priced at \$875,050.

CheoyLee

MOTORSAILER

43', 53', 63, & 78'

SAILING AUXILIARY

New 77' Offshore Cutter



77' OFFSHORE CUTTER: New design from Chuck Neville by Cheoy Lee Shipyards. This state-of-the-art design offers all hydraulic furling sails, winches, windlass and bow thruster. Inside/outside full steering station. Three double staterooms aft in Owners, galley, crew lounge and 2 crew cabins forward. Walk-in engine room, single Caterpillar diesel, much more. Introductory at \$1,846,000.



63' CHEOY LEE MOTORSAILER: Cheoy Lee's ever popular pilothouse motorsailer offers exceptional sailing performance along with twin engine maneuverability and performance under power. All Hood furling sails centrally controlled from flybridge for short handed cruising. Four double staterooms, galley up, spacious main salon, 5'6" engine room. Available single or twin engine, Cutter or Sloop rig. Base Price \$898,165.00

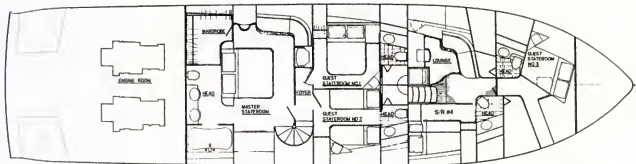
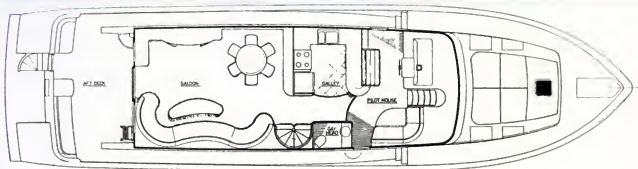
ANNOUNCING THE NEWEST TOM FEXAS DESIGN IN CHEOY LEE'S LINE OF SPORT YACHTS

Cheoy Lee

81' Cheoy Lee Sport Yacht

General Specifications

L.O.A.: 81'0" FUEL: 2,000 Gal
L.W.L.: 71'2" DRAFT: 5' Max
BEAM: 21'1" WATER: 600 Gal
DISPL: 138,000 lbs.



Jet ski & Dive
Locker Pods

Engine
Room

Master
Stateroom

(2) Double
Guest S/R's

Office/lounge
Double Guest S/R

Forward
Stateroom

MAJOR STANDARD EQUIPMENT, INTRODUCTORY PRICE \$2,055,000

- Standard Main Engines; (T)3412TA. 1250 HP each; optional MTU12V183TE 1150 HP Deutz 616 1400 HP, Max performance 28-31 kts. Nibral props. Hydraulic power steering and controls..
- 30 KW Northern Lights Gensets w/hushbox. 100 amp 220V AC Shorepower with Cablemaster and isol transformers. All gel cell batts. Full vessel alarm system.
- Hull, deck and superstructure Airex core fiberglass construction with ABS hull certificate. Awlgrip painted, all 316L stainless steel fittings, rails, ports and hatches.
- 3,500 lb. Maxwell/Muir windlass. 110 lb. Bruce anchor, chain rode in flush deck locker. Chill water reverse cycle A/C. Halon fire system. Racor filters.
- Fiberglass radar arch and hardtop. Vapor tight pods in transom for Jet ski and dive gear storage. Large Eurostyle swimstep, aft engine room.
- 22 cu. ft. refrig/freezer, stove, dishwasher, microwave, central vacuum, wetbar, icemaker, entertainment system, all Corian counters. jacuzzi tubs, washer/dryer

CONTACT BRUCE MAJKA OR DON CANAVAN FOR DETAILS

ANNOUNCING THE RETURN OF THE TRUE YACHTFISHERMAN CONCEPT BY TOM FEXAS

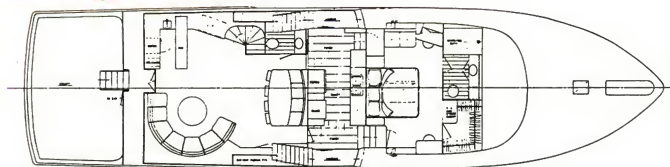


Cheoy Lee

83' Cheoy Lee Yachtfish

General Specifications

L.O.A.: 82'11"
L.W.L.: 72'10"
BEAM: 21'1"
DRAFT: 5'4"
DISPL: 143,000 LBS.
WATER: 700 GAL.
FUEL: 2,100 GALS.
CONSTR: F/G AIREX CORE
MAIN ENG: (T)DDA
SUPER 12V71TA 900HP EACH
GENS: 32KW & 15KW



225 SQ. FT. FISHING COCKPIT
LOWER LEVEL:

21' x 20' MAIN SALON
WALK IN ER

GALLEY
(2) QUEEN GUEST S/R

OWNERS S/R
CREW LOUNGE, (2) CREW S/R

MAJOR STANDARD EQUIPMENT; INTRODUCTORY PRICE \$2,121,650.

- Std. Main Eng. DDA 12V71TA 900hp, OPT; DDA 1150hp MTU 1150hp, Caterpillar 1250hp Performance 24-27 kts.
- 32kw & 15kw Gensets w/Hushbox, Dual 50 amp 220v A/C Shore Power, All Gel Cell Batteries Vessel & Engine Alarm Systems AC/DC & Emergency Lighting
- 3500lb Maxwell or Muir Windlass, 110lb Bruce Anchor Chain Rode, Hynautic Power Steering and Controls. Trolling Valves on ZF Gears
- Chill Water A/C System, Galley/maid Heads with Holding Tank, Engine Driven Bilge Pump, Racor Fuel Filter
- Awlgrip Painted, Gebo Windows & Ports, Radar Arch, Wetbar, Aquamet 22 Shafts & Rudders. Nibral Props
- Full Equipped Galley, 24 Cu.Ft. Refrig/Freezer, Dishwasher, Microwave, Washer/Dryer, Icemakers. On Deck Head, Corian Counters, Jacuzzi Tub
- Transom Door, Cockpit Controls, Watertight E/R Door, Bait Prep and Tackle Centers, Fishbox, Bait Freezer, Fresh and Salt Water Wash Downs

FOR COMPLETE DETAILS CONTACT: BRUCE R. MAJKA OR DONALD L. CANAVAN

INTRODUCING CHEOY LEE SHIPYARDS LATEST LEGEND BY CHARLES NEVILLE

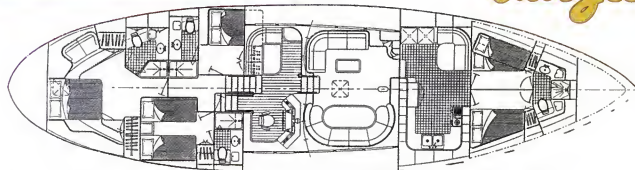
77' Pilothouse Cutter

General Specifications

L.O.A.: 76'3"	L.W.L.: 65'10"
BEAM: 22'0"	DRAFT: 7'2"
DISPL: 138,400 LBS.	SAIL AREA: 2,905'
BALLAST: 30,000 LBS.	MAST HT: 100'
FUEL: 1,500 GALS.	WATER: 900 GAL.
MAIN ENG: CAT 3208TA 375HP	
GENS: 30KW & 12KW NORTHERN LIGHTS	



CheoyLee



3 DOUBLE S/RS W/HEADS PILOTHOUSE MAIN SALON GALLEY CREW

MAJOR STANDARD EQUIPMENT, INTRODUCTORY PRICE \$1,856,500.00

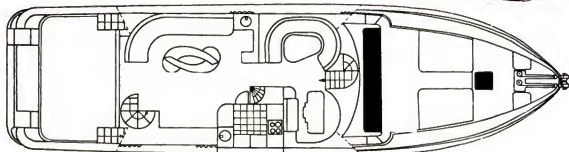
- Caterpillar 3208A 375HP Main Engine/Hundested VP4 Electric Control Variable Pitch Prop
 - 30KW & 12KW Northern Lights Genset, 12KW in Soundshield/Dual 15KVA Variable Tap Shore Power Transformers
 - 4KW Heart Interface Inverter/All Prevailer Gel Cell Batteries For Silent Sail Operations
 - 12" Hydraulic Bow Thruster/Maxwell Hydraulic Windlass With Dual In Hull Anchor Systems
 - Forespar Furling/Hydraulic Furling Main Mast/Profurl Hydraulic Jib and Staysail Furling/Hydraulic Boom Vang & Backstay
 - Lewmar Commander 5 Electrohyd System for Hydraulic Winches/Self Tail Lewmar Secondary and Halyard Winches
 - All Lewmar Sail Handling Equipment, Blocks, Travellers, Tracks & Cars/Lewmar Hatches & Ports
 - Marine Air Chill Water Air Conditioning System, Dual Fresh Water Pumps, Emergency Bilge Pumps, Galleymaid Heads
 - Full Equipped Galley, 21 Cu. Ft. Refrig/Freezer, Stove W/Oven, Microwave, Dishwasher, Ice maker, Corian Counters.
- Much More!!!

FOR DETAILS ON THIS 77' CUTTER CONTACT: BRUCE R. MAJKA (MICA)

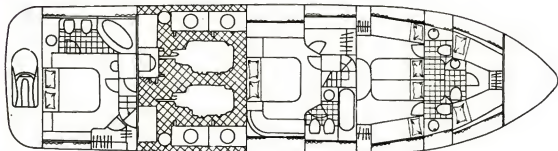
ANNOUNCING A NEW LINE OF FAST MOTORYACHTS FROM DYNA CRAFT

66' Dyna Fast Motoryacht

Dyna Craft



Aft Deck Salon Galley/Dinette Lower Helm



Owner S/R Engine Room VIP S/R (2) Guest S/Rs Crew

General Specifications

L.O.A.: 66'
BEAM: 18'1"
DRAFT: 5' 1"
HEIGHT: 14' 6"
DISPL: 77,000 lbs.
FUEL: 1,450 gal.
WATER: 265 gal.
DESIGNER:
Yankee Delta,
Monza, Italy

MAJOR STANDARD EQUIPMENT, INTRODUCTORY PRICE LANDED U.S. \$995,000

- Twin 1250HP Caterpillar 3412TAs, with 30 Kts. Plus Performance. 20KW Genset. Bow thruster, hydraulic passarel, steering & swim platform, jetski davit and storage locker. Copperclad bottom treatment, 5 year structural guarantee.
- Electric windlass, chain & anchor. Anchor washdown. Auto fire system, Racor filters, Battery charger. 220/120V AC shore pwr. Vacuum heads w/holding tank system. Reverse cycle Air Cond.
- 14 opening ports S/S, over 30 choices of interior wood, high gloss lacquer finish. Choice of designer fabrics, carpets, drapes. Intercom, knotlog, trimtabs, compasses. Whirlpool baths and marble floors.
- Radar arch on F/B, wetbar with icemaker F/B and Salon. Entertainment Center. Fully equipped galley, refriger/freezer, stove, microwave, marble counters.

5 ADDITIONAL MODELS AVAILABLE: Dyna 45, 50, 53, 60 & 72 ft.

CONTACT BRUCE MAJKA FOR DETAILS

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RAISED PILOTHOUSE MOTOR YACHT

97' LOA x 24' Beam x 5'9" Draft

Currently being built to A.B.S. specifications in aluminum • 4 large staterooms including master and V.I.P. All with ensuite heads. Spacious saloon w/dining area & bar • Flybridge, helm station, settees, sunpad, jacuzzi, tender and toy storage • All American systems. Kilopack Generators, Twin 12V92 DDCC • 20 KT cruise • On deck master S/R available • Call for full details & specifications. Price: **\$2,195,000**



OVERING YACHT DESIGNS

Designers representative:

Dana Cambon.

JUST ARRIVED IN

FORT LAUDERDALE

NEW 78'
ITALIAN DESIGN
MOTOR YACHT



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Fort Lauderdale, FL 33316
FAX: 305-462-3640

ART FROM AUSTRALIA



Sculpted in aluminium, this 97' Lloyd's Ship has a unique design that includes a spacious Saloon and versatile Flybridge area. New Yacht available for immediate delivery.



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139 FT. FEADSHIP



Magnificent 139 Ft. De Vries Feadship launched in Holland November 1989. Accommodation for twelve guests in six staterooms. Beautifully decorated. Serious price reduction.

QUASEO III



Quality 104 Ft. dual purpose Motor/Sport Fishing Yacht. Launched in Holland in 1990 by Hakvoort. Accommodation for eight guests in four staterooms. 35 knot cruising speed. Offered for sale at \$5,000,000.

BATTERED BULL



Dramatic five stateroom 127 Ft. Motor Yacht. Transatlantic range, gymnasium, huge entertainment deck. Folding transom door. Available for sale at \$6,975,000.

EASY TO LOVE



Aristocratic 141 Ft. Feadship built Motor Yacht. Accommodation for ten guests in five staterooms. Huge sun bathing areas. Superb investment opportunity.

138 FT. AMELS



Thoroughbred four stateroom 138 Ft. Motor Yacht launched in 1987 at Amels in Holland. Caterpillar engines, huge sun bathing areas. Available for sale.

SOPHIE B



Quality 116 Ft. Van Lent Feadship. Transatlantic range, Caterpillar engines. Wonderful condition, teak paneled interior, large open aft deck. Offered for sale.

CARMAC VII



Classic 150 Ft. Feadship Motor Yacht. Beautiful teak paneled interior. Accommodation for twelve guests in six staterooms. Professional crew. Available for charter Caribbean at the weekly rate of \$91,000.00

FIFFANELLA



Imposing 133 Ft. Feadship Motor Yacht, launched by Van Lent in 1987. Accommodations for ten guests in five staterooms. Available for charter winter Caribbean at \$70,000 per week.

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CHARTER - 124' FEADSHIP

Beautifully appointed four-stateroom layout (2 VIP'S), large open aft deck, spacious sunning areas, very well equipped for water sports. Charter now in Caribbean, Mediterranean for summer season.



121' ALUMINUM MOTOR YACHT

Luxurious accommodations for six guests in the spacious S/Rs, beautifully decorated, large main salon opens onto an extended teak aft deck, perfect for dining alfresco! In near perfect condition. Lying Ft. Lauderdale.

ARDELL

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SETTING THE STANDARD IN THE INDUSTRY FOR OVER 32 YEARS



90' BROWARD MOTOR YACHT

1988, lovely Eurostyle M/Y. Tastefully decorated 3 cabin Susan Puleo interior. Powered by 1000 hp Cat diesels to 20 knots. Owner moving up to larger yacht. Asking \$2,295,000. Call Ft. Lauderdale office.



101' FEADSHIP COCKPIT MOTOR YACHT

Built in 1970, this blue hulled beauty has just completed a major refit that has brought her back to brietol shape. Huge saloon, aft deck and cockpit make her ideal for entertaining. Contact Ft. Lauderdale.



75' DELTA YACHTFISHER

Exceptional in every respect, spotless walk-in engine room with 80 MAN diesels, (2) 30 KW NL gensets, 3,000 gal. fuel, 3 control stive comp. For details, contact Newport Beach office, Central Agents.



70' RHODES MOTORSAILER

Extensive refit in '94/'95, twin GM diesels with only 40 hrs. since overhaul, new interior decor, most electronics new '94. Call Newport Beach office for details. Central Agents.



90' DUTCH MOTOR YACHT

Built of aluminum in 1966, "Princess Xanadu" has been beautifully maintained and continually upgraded. 3 cabin layout, huge saloon and separate dining area, powered by 1350 hp MTU'S. Lying Florida.



80' PALMER JOHNSON

Launched 1993 - 7/1500 H.P. Duetz, 2 generators, bow thru watermaker, gorgeous interior features, (3) staterooms heads, full galley. 27 knot cruise. Contact Ft. Lauderdale Office.



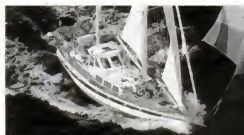
70' CENTERBOARD KETCH

Popular Huntingford designed, fiberglass yacht has recently completed extensive refit, excellent condition, ready to sail! 4 staterooms, 2 with queen berths, satin finish teak interior. All new electronics, roller furling sails.



75' LITTLE HARBOR

Recent 100M price reduction. Walk-in engine room, 3 double S/Rs - two w/queen berths. Meticulously maintained by knowledgeable owner. Twin diesels. New Awirip, all new hydraulic roller furling.



CT-65 STO-WAY MOTORSAILER

4 stateroom, 4 heads, 2 Northern Lights generators, bow thru new engine, watermaker. Mint condition. Serious seller reduced price for quick sale. Never chartered, ready to cruise.



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CALIFORNIA

101 West Coast Highway, Newport Beach, CA 92663
Phone: (714) 642-5735 Fax: (714) 642-9884



YACHT OF THE MONTH - 78' BURGER COCKPIT CRUISER

This beautiful one owner yacht was built by Henry Burger and has always been kept in absolutely excellent condition. The enclosed full width aft deck makes for comfortable living. Cherry wood interior enhanced by lovely decor. Three spacious guest staterooms with baths ensuite, plus crew. Comfortable 19 knot cruise with Detroit 271T's! Located in Ft. Lauderdale and easy to inspect.



131' LEADSHIP MOTOR YACHT

Significant cockpit motor yacht built by DeVries. Master suite, two guest staterooms and a spectacular VIP suite on the upper deck. Caterpillar 12's. Excellent transatlantic yacht in top cond. Recent price reduction!



70' DEFEVER SHARP MOTOR YACHT

1993, shows like new, Detroit DDEC's with low hours, Naiad stabilized, 3 staterooms with queen & king berths + crew quarters. To inspect in Southern California, call Newport Beach office.



70' LONG RANGE COCKPIT MOTOR YACHT

Beautifully maintained Ed Monk design built by Ocean Alexander. 4 engines, upgraded galley, electronics & decor. Naad stabilizers, walk-in refrigerator, room, dive comp. Inspect in So. Calif., call Newport Beach office.



66' FIBERGLASS LRC

Built by the well known Angel Yard in Thailand (1985), this twin Cat powered vessel has a range of 2000+ miles. Beautiful satin-finished teak interior, 4 staterooms each w/head and shower. Very anxious!



46' NORDHAVN

1990 model with the desirable single 143 hp. Luger diesel, optional Volvo "wing engine" and 8 KW genset. In spotless condition. To inspect in California, call Newport Beach office.



520 OCEAN ALEXANDER PILOTHOUSE

485 hp Detroit 6-71's, 19.5 knot cruise, pilothouse dinette layout, 3 staterooms, light wood interior. To inspect on the West coast, call Newport Beach office.

FLORIDA

1550 Southeast 17th Street, Ft. Lauderdale, FL 33316
Phone: (305) 525-7637 Fax: (305) 527-1292



132' HIGH SPEED MOTOR YACHT

"El Corsario", a new generation of engineering and high speed excitement at 45+ knots! '92 design by Mulder/Glenz, built to ABS by Heesen Shipyard. Triple 3500 HP MTU's. Lying Ft. Lauderdale.



127' ALUMINUM MOTOR YACHT

An exceptionally well built vessel by Abeking & Rasmussen, 3000 mile range, 20 knot perf. Accoom. for up to 11 guests plus crew. Owners on deck study w/bath, 20' x 60' main salon, very spacious! Serious seller.



80' BROOKE MOTORSAILER

Built in steel under Lloyds inspection. '85 Recent bow to stern reft. GM 6-71 diesel, bow thruster, full battain main. Inside helm station. To inspect in Southern Calif., call Newport Beach Office.



90' ABEKING & RASMUSSEN

"Sea Diamond", a classic twin diesel motorsailer with worldwide capability. Beautiful traditional interior with 3 S/Rs aft, crew quarters forward. Bow thruster, stabilizers, two 30KW gens. Asking \$1,250,000.



77' BROOKE MOTORSAILER

1978 New Zealand built steel cruiser just completed 100,000 mi circumnavigation. Recent ext. paint, other improvements, reliable Gardner diesel, beautiful teak int. w/4 stn layout. Lying Ft. Lauderdale.

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Fort Lauderdale, FL 33316
FAX: (305) 527-1295
Phone: (305) 525-7637



74' JONES GOODELL

This attractive yachtfisher, launched in December, 1990, is being offered for the first time. Her raised pilothouse, 4-stateroom layout from Ed Monk's drafting board represents the latest thinking in space planning. Whitewashed oak gives the contemporary interior a bright, open feeling. The flybridge has plenty of seating, the pilothouse has a raised observation settee/dinette and the large cockpit is perfect

for fishing, diving and access to tenders. Performance of 16 to 20 knots from Detroit 8V-92 diesels. Outstanding inventory including 2 gensets, inverter, bow thruster, Naiad stabilizers, dive compressor, air conditioning and gas filling station for the toys. It is no often that a yacht of this caliber is offered for sale at a price well below replacement.

For complete specifications or an appointment to go aboard in Southern California, contact Central Agent, JIM W. ELLIOTT in the Newport Beach office.

CALIFORNIA
2101 West Coast Hwy.
Newport Beach, CA 92663
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Phone: (714) 642-5735

ARDELL

YACHT AND SHIP BROKERS

FLORIDA
1550 Southeast 17th Street
Fort Lauderdale, FL 33316
FAX: (305) 527-1292
Phone: (305) 525-7637



95' MOTORYACHT

Built in fiberglass to ABS design review and delivered in 1990 by Admiral Marine, Port Townsend, WA. Designed by Jack Sarin for worldwide cruising. Powered by heavy duty CAT 3406B diesels. Cruising at 10 knots provides a range of 3800 NM at 16 g.p.h. Maximum speed 14 knots. 7000 gal. fuel capacity. (2) 40 KW Northern Lights gensets. Spacious staterooms and accommodations feature exceptional interior woodwork and craftsmanship. Back-up redundancy for virtually

every system aboard. Collision bulkhead with 7 watertight compartments offers the utmost safety. Some special features include (4) control stations, machine shop, (2) 1200 gpd watermakers, dual air conditioning / heating systems, fuel purification system & 40 hp bow thruster. "Hawkeye III" has proven herself on cruises to the Hawaiian Islands, Mexico, Pacific Northwest, Canada and Alaska. An excellent opportunity to buy a proven offshore yacht built by a leading U.S. yard. Located in California.

For details, contact Central Agent, TOM CORKETT, in the Newport Beach office

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Newport Beach, CA 92663
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Phone: (714) 642-5735

ARDELL

YACHT AND SHIP BROKERS

FLORIDA
1550 Southeast 17th Street
Fort Lauderdale, FL 33315
FAX: (305) 527-1297
Phone: (305) 525-7637



77' COCKPIT MOTORYACHT

Built in fiberglass by Pacifica in 1985, this tri-level yacht with a 21.5' beam offers a tremendous amount of interior room. Detroit 12V-71TI diesels offer performance of 15 to 20 knots. At lower speeds, she has a 1,200 mi. range w/2500 gal. fuel. Owner and guest accommodations include a large full-width master stateroom and 2 double guest cabins, each with private head and shower. 2 crew cabins forward w/head-shower. A dining

area adjoins the salon and a convenient galley on the main deck level. The upper deck enclosed pilot house has inside access, plenty of seating and its own head. Aft of the pilothouse is an outside lounging area and boat deck. Aft of the salon, an outside bridge deck overlooks the very functional cockpit. Just out of the yard sporting brand new exterior L.P. paint, she is seriously for sale with a recent price reduction.

To inspect in Southern California, contact Central Agent, JIM W. ELLIOTT in the Newport Beach office

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Newport Beach, CA 92663
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Phone: (714) 642-5735

ARDELL

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FLORIDA

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Fort Lauderdale, FL 33316
FAX: (305) 527-1292
Phone: (305) 525-7637



93' BROOKE ALUMINUM MOTORSAILER

Built to Lloyds 100-A1 in 1989, this Brooke designed motor sailer with twin Gardner diesels has a range of 2500 + miles under power! With her hydraulic roller furling sails, she can be operated with only two people, bow thruster makes docking simple. Truly a world class cruising yacht with three owner/guest staterooms, each with head and shower ensuite. Two separate cabins forward, each with private head and shower as well as another head for day use.

Built in aluminum, this cruising yacht is very light yet strong with excellent sailing performance. The shallow 7' 6" draft allows entry to some of the worlds most intimate harbors. Electronics are state-of-the-art

including world-wide communication and weather tracking systems, telex and fax receivers and sophisticated navigation systems. Twin Northern Light gensets provide plenty of onboard power for long passages. The med-style hydraulic transom allows easy access to all water activities and stern-to docking. All TV and VCR's have world wide reception capability. Dock side power supply is also world capable.

Panelled in handsome satin finished teak with corian counter-tops in the galley and marble tile in all the heads, the "Pacific Eagle" must be seen to be appreciated. She will impress and delight the most discriminating yachtsman.

Please contact MIKE TODD in our Ft. Lauderdale office for complete details. Central Agents.

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Newport Beach, CA 92663
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Phone: (714) 642-5735

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YACHT AND SHIP BROKERS

FLORIDA

1550 Southeast 17th Street
Fort Lauderdale, FL 33311
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Phone: (305) 525-7633



51' SWAN SLOOP

Truly the best one available, "Audacious" has been meticulously maintained, continually upgraded and engineered to an exceptional level. Three comfortable staterooms (4th one optional in the fo'c'sle), spectacular teak interior, beautiful leather upholstery, excellent electronics, laptop computer and printer are fully interfaced to the B & G instruments. The 20 sail inventory (some never used) will excite racing and cruising enthusiasts equally. Deck and mechanical equipment are in superb condition, many spares are available. Fully equipped U-shaped galley area with ample cabinet and counter space, engine driven refrigerator/freezer with holding plates. An "as new" vessel offered far below replacement cost! Contact BRIAN COLEMAN in Ft. Lauderdale.



76' BRUCE KING DESIGN

Truly a veteran of all oceans, "Free Spirit" recently returned from a cruise to Hawaii. Always captain maintained to the highest standards with no expense spared. Her roomy layout includes three owner/guest cabins plus crew, full galley, walk-in engine room and large salon area. Many recent upgrades including new electronics, watermaker, cushions, refrigeration and new sails. At home in all weather conditions, an exceptionally fine sailing yacht ready to cruise. Change in owner's plans necessitates a timely sale. All offers will be given the most consideration. Please contact Central Agent TIM JOHNSON in our Ft. Lauderdale office for complete details.



CUSTOM 68' BRUCE FARR SLOOP

Built in New Zealand by McMullen and Wing in aluminum, "Ceramco" was converted from a racing yacht to a performance cruising yacht in 1993 when a very comfortable cruising interior was installed along with much new equipment. An electric halyard winch, full battens mainsail and jib roller furling make "Ceramco" easy to sail with 2-3 people. A new Perkins 4-236 diesel was installed in Nov. '94. "Ceramco" is professionally maintained and is in top condition. An excellent opportunity to own a fast passage maker with a comfortable interior. Offered at a fraction of replacement cost at \$495,000. Located in Southern Florida. Please contact TOM CORKETT, Central Agent in the Newport Beach office.



CUSTOM 78' RON HOLLAND SLOOP

"Phantom IV", formerly "Lion Of NZ", was raced by Peter Blake in the '84-'85 Whitbread Around the World Race. In '89-'90 it was converted to a cruising maxi. New Reckmann headsail furling was installed for ease of handling (racing mast available). The hull was painted with dark blue Awlgrip and a new galley and private owner's cabin were installed. Extremely strong Kevlar/fiberglass composite hull. Powered by a 140 hp Gardner diesel; new Northern Lights genset. Very realistically priced at \$375,000. Excellent overall condition; all serious offers will be considered. Located in Ft. Lauderdale. For details please contact Central Agent TOM CORKETT, in our Newport Beach Office.

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Palm Beach (305) 367-3267

Fax: (305) 367-2128



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"SEA VIEW" - 50' Bertram Convertible, 3 staterooms, galley up, new decor, two new generators, updated electronics, new whaler/outboard, davit, best buy in a Bertram 50. Also available - "MARLIN MADNESS", 50' Bertram, 1990.



"NEW 60' BERTRAM" - The finest and fastest in the Bertram fleet. Beautiful interior decor is accented by varnished light maple wood and fountainhead countertops.



"NEW 30' BERTRAM"

Two models - one for cruising and one for the sportfisherman. Outstanding performance. Several available in gas and diesel.



"NEW 43' BERTRAM" - (Sistership shown) powered by Twin MTU 8V183TE92, Pipewelder's 1/2 tower w/outriggers, prep center /baitwell, cockpit locker w/freezer, beautiful decor. In stock.



"NEW 50' BERTRAM" - Powered by twin 900 hp Detroit Diesel 12V71's. Early 1995 availability. Call us now to customize to your taste.



"EMILY" - 1990, 48' Viking Convertible w/GM JT8V92 DDEC. New custom decor. Captain maintained. Owner will consider smaller convertible in trade.



"HEARTMENDER" - 48' Viking SF. Twin 8V92's, full tournament rigged. 1988 Miami Boat Show boat. Every conceivable option.

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CENTRAL AGENT



"MAXIMUM" - 53' Extended Deckhouse Hatteras MY. Built in 1984 and powered by GM 8V71T's. Accommodations for six in three staterooms. Maintained with an "open checkbook".



"J. CRYSTAL" - 1985 Hatteras 80' Cockpit MotorYacht Over \$1 million spent on refit. Stunning. Owner moving up. Call for details.



"NEW 42' OCEAN ALEXANDER MY"
L.O.A.: 42'3"; Beam: 14'8"; Draft: 3'10";
Fuel Cap: 550 Gals.; Power: Twin Cat 3208
NA 210 HP; Generator: 8KW



"NEW 48' OCEAN ALEXANDER PILOTHOUSE MY" L.O.A.: 48'; Beam: 15'8"; Draft: 4'0"; Fuel Cap: 700 gals.; Power: Twin Cat 3208 TA 375 HP; Generator: 12.5KW. The 42', 48' and 52' are Ed Monk Designs w/excel. performance.



"NEW 52' OCEAN ALEXANDER PILOTHOUSE"
- L.O.A. 52.5'; Beam: 15'6"; Draft: 4'0"; Fuel Cap: 600 gals.; Power: Twin Detroit Diesel 6V53TI 400 HP; Generator: 8.0 Kw.



"SATISFACTION" - 87' Burger MotorYacht, 1986, powered by twin 1000 hp GM 12V92's. She'll cruise at 20 kts. Burger's quality workmanship and extensive renovations keeps owner's party of 6 in total comfort. Crews quarters include captain's & double crew stateroom.



"MANDALAY" - 1978, 92' Stephens Sailboat. Powered by Twin 250hp Caterpillars. 3 guest cabins ensuite, including full width owner's SR. Captain & crews quarters. Refit '92. Her exterior is exquisite & interior remains the refit cherry salon and Paula Smith Decor from 1985 refit.

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"122' PALMER JOHNSON RAISED BRIDGE MOTOR YACHT" - Under Construction. Full 25' Beam, shallow draft 5'5". Fuel capacity 10,000 gals., 5 staterooms including owner's on deck. Powered for 20 kt. plus cruise. Exceptional pricing. 18 mos. delivery.



"112' CRESENT BEACH Raised P/H MY" - New const. to ABS & A1 STDs. Powered by 1940 MTUs, 5 S/R plus sep. crews qts. Formal dining, huge salon, ext. afterdeck, full walkaround deck. Design by Jack Sarin & Ihor Pona will fulfill your most discriminating tastes. Act now to reserve her delivery in early 1995.

CENTRAL AGENT



"UNTOUCHABLE" - 104' Broward Raised PHMY, '84. Accommodates 6-8 in owner's party + crew. She boasts a Mediterranean style transom for ease of boarding. Recent refit. Located in South Florida.

CENTRAL AGENT



"TRILOGY" - 1984, 90' MY w/12V71 GM's rebuilt '91. Sleeps 8 in owner's party + 4 crew. Includes 2 large owner S/Rs. Lovely decor, formal dining salon & well thought-out layout makes ideal charter or family cruising choice.



"DEFIANCE" - 155' Swiftship, 1992. Magnificent interior, 6 stateroom luxury motor yacht. Worldwide range, mint condition. Sale or Charter. Trades considered. Asking \$16.95 million.



"DARNICE III" - 172' Benetti MY, '86. Magnificent transoceanic super-yacht designed to be "overbuilt". 8 dbl SRs for 16 in owner's + crew, private owner's study, huge skylounge, spacious covered mid-level aft boat deck, formal dining. Sundek w/swimming pool/full service bar.



"VICTORY LANE" - 131' Leadship Cockpit MY, 1985. Accommodations for 8 in 4 luxurious staterooms plus crew. With her Dee Robinson interior you can cruise in style and comfort. Her huge cockpit is for serious sportfishing. Owner will consider trades.

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Builder: Nautor Swan
Designer: German Frers
Year: 1985
Length: 60' 3"

"COLT INTERNATIONAL" - is a proven world traveler, from the Mediterranean and Baltic to Russian waters and the Caribbean. This is a well known yacht in racing, cruising and charter circuits. The yacht's layout with centerline double aft, a spacious salon and excellent on deck lounging facilities blends with its' thoroughbred sailing qualities to give you one of the most sensational sailing cruisers afloat.

PLEASE CONTACT CENTRAL AGENT, ANN AVERY at (305) 467-8405

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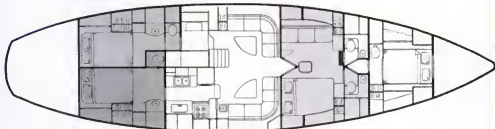
Palm Beach (407) 625-1045

Fax: (407) 625-0939

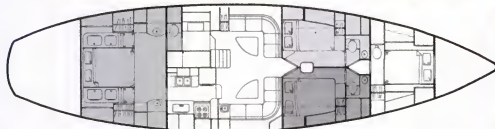


"SCHEHERAZADE" - for 1001 nights entertained her Sultan, bringing joy to a life that had become fatigued and disinterested. Now let this Mason 64 revitalize your life. An innovative system of removeable bulkheads fore and aft permits four couples, two couples, a family or six singles to cruise in absolute comfort. With her classic wood interior, modern conveniences for creature comforts, SCHEHERAZADE is exceptional for both charter and private cruising. The push button hydraulic sailing rig lets you get up and go! **SPECIAL SITUATION.** *Please inquire!*

ACCOMMODATION PLAN SHOWING TWO AFT STATEROOMS AND A SINGLE FORWARD STATEROOM.



ACCOMMODATION PLAN SHOWING ONE MASTER STATEROOM AFT AND TWO GUEST STATEROOMS FORWARD



SCHEHERAZADE



PLEASE CONTACT ANN AVERY at (305) 467-8405

HAPPY FROM THE ALLIED

THE ALLIED MARINE GROUP IS #1 AGAIN!

For the fourth consecutive year, The Allied Marine Group (Stuart Hatteras, Hatteras in Palm Beach, Hatteras of Lauderdale, Hatteras in Miami) has received Hatteras Yachts' Sales Leadership Award for scoring the highest number in sales volume among all Hatteras dealers worldwide. The Allied Marine Group sales representatives; Walter Sea, Joseph Latimer, Chuck Pickover, Kevin McCarthy, Mike Tyrrell, Alex Rogers and Jon Burkard were presented Distinguished Sales Achievement Awards and a new Top Gun Award was presented to Kevin McCarthy for his efforts in bringing competitive manufacturer's customers into the Hatteras camp.

Top sales honors went to Jon Burkard who received



Hatteras Yachts' Salesman of the Year award for outperforming Hatteras sales personnel worldwide. This is the fourth year Jon has earned the award and is second in this achievement only to five time winner Walter Sea. The 36 year old Burkard is a Florida native who grew up boating on the waters of Ft. Lauderdale. Jon, who is married and has two children, lives in Stuart and has worked for The Allied Marine Group since 1978. The Burkards enjoy their leisure time aboard their vintage Hatteras 36' Convertible "Julie B".

The awards were presented at Hatteras Yachts' Annual Sales Meeting in October. The Allied Marine Group's president, Dwight Tracy, congratulated this year's winners and credits the groups success to hard work and loyal customers.

ALLIED MARINE'S 1995 82' CUSTOM HATTERAS CNV



- ENGINES: Twin 1350/hp diesel DDEC Detroit Diesel GM 16V-92TA
- BOW THRUSTER • ON-DECK HEAD
- STABILIZERS
- LIGHT OAK INTERIOR THROUGHOUT
- ENLARGED MASTER STATEROOM
- DAY POWDER ROOM
- STAIRCASE TO FLYBRIDGE FROM SALON
- CUSTOM ITALIAN STAINLESS STEEL AFT SALON DOORS
- EXTENDED FLYBRIDGE DECK FOR ADDITIONAL SEATING AND COVER FOR AFT DECK
- AFT DECK BUILT-IN RIDING SEAT
- CUSTOMIZED BY ALLIED MARINE
- DELIVERY JANUARY 1995

HOLIDAYS MARINE GROUP

Hatteras

WITH FIVE SOUTH FLORIDA
LOCATIONS FROM
MIAMI TO STUART,
THE ALLIED MARINE GROUP
HAS PROVEN TO BE
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HATTERAS DEALER
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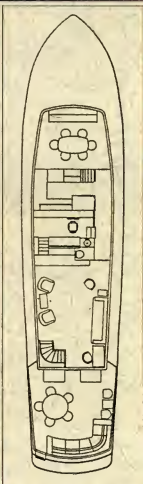
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Coconut Grove, FL 33133
305/854-1100

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Stuart, FL 34994
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The Allied Marine Group Super Yacht Division
PRESENTS **ENCORE V**, A CLASSIC 86' BURGER



Encore V is offered for sale for the first time, by her original owner who is retiring from yachting. *Encore V* is the last yacht completed by **Henry Burger** in '86, and was outfitted with the finest equipment and most reliable systems and she has been maintained to the highest standards since new.

Her traditional interior features a teak and holly sole in the pilothouse, light honey teak paneling on the main deck, three large light colored staterooms w/ensuite heads, below and aft of the engine room and crew for three, forward with two complete heads. Her expansive outdoor area includes a semi-enclosed 18' long aft-deck, full walk-around side decks, a large flybridge and large foredeck.

The 86' Burger hull is known for her high flared bow, graceful lines and excellent efficiency over a wide range of speeds. Equipment includes: GM 12V71 TT's, 35 KW, 1200 RPM Northern Lights generators, chilled water A/C, hydraulic bow thruster, 5000 gal. fuel capacity, 2500 mile range, 800 GPM watermaker, Plath gyro and extensive electronics and backup systems.

Encore V is in MINT condition and is seriously for sale. Please contact owner's Central Agent, Roy Seitz for particulars and color brochure. Allied personnel, having sold over 50 BURGER yachts, are experts on these fine yachts.



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FAX: 305-462-0756

WINTHROP ROCKEFELLER
DWIGHT TRACY



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SUPER YACHT DIVISION

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GALLANT LADY

167' FEADSHIP '88. The largest & finest FEADSHIP currently on the market. Amazing Sky Lounge. Customized throughout. Central Agent.



ALLIED/HATTERAS SUPER YACHT SERIES

82'-130' Several positions avail. w/del. as early as 1995. 3.4 + 5 S/R's plus 3-5 crew. Most cruise 20+ knots. Custom interior by Allied's Dawn Moffit.



OUR DOCKS



FOR SALE OR CHARTER

112' LADY BJ

1994 HATTERAS Tri-deck MY. Triple 3412 Cats., 1200 HP each. 21+ knot cruise. Customized w/extensive electronics & options. Central Agent.

119' PHARAOH

1991 Custom SF 4 S/R's & 3 Crew. Largest SF available today! Twin DD V16-149TI DDEC. 28 kts, 9000 gal. fuel. Located La Paz, Mexico. Central Agent



91' SEA & H

'90 BURGER. 1 owner yacht, 3 fullbeam S/R w/suite heads & 3 Crew, pickled oak int., 3412 CAT's w/warranties. Kilo-Pak gens. Mint Condition. Central Agent.



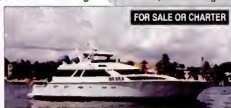
86' ENCORE V

1986 BURGER. 3 Staterooms w/suite heads + 3 crew w/2 heads. GM 12V71 T's, Northern Lights gens., original owner. Mint Condition. Central Agent.



FOR SALE OR CHARTER

121' ELEGANTE • A steel hulled classic, 4 doubles plus crew. USCG Cert. pending recent audio gauge & survey. Central Agent.



FOR SALE OR CHARTER

83' 4 MY GIRLS • 1991 by CHEOY LEE. 21' beam, on-deck Master, 3 Guest S/R's + Crew. GM12V71T's still under warranty. Central Agent.



107' PATRICIA • '91 USCG Cert. Pending. Low Hrs on Deutz 12V604B's. Best buy in 100+\$. \$500K Price Reduction. Central Agent.



80' UTOPIA • 1989 Hatteras CPMY Separate aft-deck gorgeous white ash int. \$250K recent upgrades, bow thruster, trade ok. Central Agent.



72' SEA HORSE • 1986 DEFEVER, twin 3306 Diesel Cats. 3 huge S/R's + crew, large open areas. Mint Condition. Central Agent.



67' CARDINAL SIN • 1975 BURGER, three state-rooms + 2 crew, huge flybridge, new paint. Must Sell Now! Also 72', 76', 81' Burgers. Central Agent.

OUR DOCKS

Allied's Personnel Have Successfully Marketed (14) New Hatteras Custom Yachts Over 90', (50) Burger Yachts, (3) Feadships (In 18 Months), (11) New & Pre-owned Browards (over 90') and Numerous Super Yachts 80' to 190'.



MARES INTERNATIONAL, 1535 S.E. 17TH STREET, SUITE 107
FT. LAUDERDALE, FLORIDA 33316

PHONE: (305) 523-2287 • FAX: (305) 523-2236

CATS FROM 38 - 95' DESIGNED & BUILT BY MARES



90' CATAMARAN LONG RANGE MOTOR YACHT

Designed and built as a true trans-Atlantic motor yacht, she has a displacement hull with over 4000-mile range and speed up to 20 kts. Her catamaran hull offers a number of advantages: excellent fuel economy, an enormous amount of room for guests and crew; an on-deck head and spacious salon. She will give a smooth, stable ride even in the most uncomfortable sea conditions. Fax or call for layout options and additional information. All fiberglass construction.



95' CATAMARAN PILOT HOUSE MOTOR YACHT

New for '95, there is no mistaking her sleek European lines. She will have a top speed of over 30 kts. with her standard engines, GM 16V92's. Her catamaran hull with a 30' beam gives her a tremendous amount of room normally found on a much larger yacht. Four guest cabins plus a generous crew's quarters, on-deck head plus open bridge and aft deck. There are a number of floor plans and engine options. Call for more details.



80' MARES CATAMARAN SPORT YACHT

The first of the Mares 80 series is now available for sale. The owner is now moving up to the 95'. She has 1100 Hp Deutz diesels that give her a top speed of over 26 kts. There are four guest staterooms plus crew's quarters. Always maintained in excellent condition, she is state-of-the-art with hi-tech light weight construction. Tastefully decorated. Asking \$2,600,000.



MARES 50' SPORT YACHT

With 1100 Hp MAN diesels, she has a top speed of over 55 kts. She has a new, larger interior layout, still an enormous aft deck. Perfect for entertaining and water sport activities. Call for more information. Prices start at \$875,000. Sistership photo.



54' MARES CATAMARAN - 1994 JUST ON THE MARKET

Custom built for extended family cruising. Tastefully decorated, she is loaded with every available extra including dual steering stations plus three staterooms, each with head and shower. She has a top speed of 30 kts. and will cruise at 25 kts. She has low engine hours and can be seen at our Ft. Lauderdale office. Asking \$875,000. All offers are encouraged.



54' MARES CATAMARAN

The latest of the Mares Cats just shipped from the New Zealand factory is available to be seen at the Ft. Lauderdale office. She has many new features including more salon and flybridge space, larger hanging lockers, plus much more. Her cat hull gives all the speed and fuel economy you have come to expect from the hi-tech Mares hulls. More information, including engine options and layouts, is available on request.



50' MARES SPORT CAT

This factory demo is now seriously for sale. She has 820 hp MAN diesels and has a top speed of over 40 kts. She handles like a sports car even in the worst conditions and really has to be test driven to be appreciated. Her open aft deck makes her perfect for entertaining. Call the Ft. Lauderdale office for a test ride. Reduced to \$575,000.



38' MARES PERFORMANCE CAT

This high performance Cat which reached speeds over 100 mph with gas powered 750 Hawks is now available with twin Volvo 220 hp diesel engines that give her a top speed of over 50 mph. She is at our Ft. Lauderdale dock and can be seen and test driven. Call for list of power options. Prices start at around \$225,000.



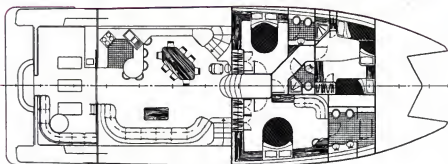
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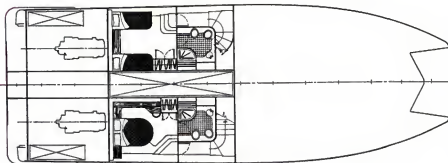


CATS FROM 38 - 95' DESIGNED & BUILT BY MARES

84' CATAMARAN SPORTFISH



UPPER DECK



LOWER DECK

The first Mares 84' Cat designed and built for a true Sport Fisherman will be here in the U.S.A. mid-1995.

There is nothing on the water to compare with her Cat hull for performance, stability and fuel economy. She will have a top speed of 35 knots+.

Designed and built by the Mares factory, New Zealand, using the latest in hi-tech, light weight fiberglass construction. Supervised by H. Modulus, one of the world's leading fiberglass authorities, built to Denoskre Veritas. Additional layout specifications, engine options and pricing are available on request.

LENGTH:	84'	FUEL:	2000 gals.
BEAM:	28'	DISPLACEMENT:	135,000 lbs.
DRAFT:	5'	ENGINES:	GM 16V92s Standard
WATER:	700 gals.		



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FT. LAUDERDALE, FLORIDA 33316

PHONE: (305) 523-2287 • FAX: (305) 523-2236



93' BROWARD LONG RANGE MY 1984

Twin 900 hp Cat diesels 3412. Range 3500 miles, cruise 31 knots. 4 luxurious staterooms. A contemporary yacht with classic, elegant interior. Stunning salon. Twin 600 Kw generators, Naiad stabilizers, full electronics. Price reduction...\$1.9 million. Call for further details.



92' CHEOY LEE FULL MOTOR YACHT

Probably the best of the Tom Fexas designs to come out of the Cheoy Lee yard. Excellent accommodations which include two master staterooms, one on deck. Generous crew quarters and full width engine room. Tastefully decorated with exotic woods and furnishings. A full set of photos and listing information available.



80' BROWARD COCKPIT MOTOR YACHT

1980 yacht with twin 675 hp 8V92T1 diesels. Cruise 14 knots. Three staterooms, Naiad stabilizers, watermaker. Completely redecorated in 1991, repainted in 1994. Exceptional range carrying 3760 gal. fuel. Seriously for sale as owner is moving up to larger Broward. Asking \$1,095,000.



72' GUY COUCH MOTOR YACHT 1985

Award winning interior design. Built at Dupon Kevlar she was under Veritas supervision and holds certificate for high standard construction. Twin 750 hp GM 12V71TT's cruise her at 20 knots. Four staterooms. Must be seen to be fully appreciated. Asking \$1,295,000.



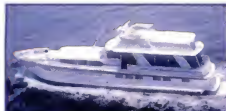
70' HATTERAS MOTOR YACHT 1980

This vessel is a beautiful example of a classic motor yacht with Naiad stabilizers and low engine hours. Powered by twin GM 12V71T diesels, three staterooms plus crew. Asking \$699,000 and ready to go now. Located in Ft. Lauderdale, please call for further details.



70' OCEAN ALEXANDER

675 hp diesel GM's. 450 hours, 1800 gal. fuel. Four staterooms, enclosed aft deck, galley up. This vessel has had a total electronics upgrade, new canvas and tender. Total hours on entire vessel are 500. A must see boat asking \$695,000. Call for details.



66' CHRIS CRAFT ROAMER 1973

Cruises at 17 knots, this three stateroom plus crew motor yacht shows better than any Roamer on the market. Skylight in salon, extremely functional layout. (2) 15 Kw generators. New banner coat in 1989. Priced right at \$325,000.



66' ANGEL MARINE 1986 WIDE BODY LRC

Twin 3208 TA Cats, (2) 15 Kw generators. A full time professional crew maintains this beautiful boat in excellent condition. She comes fully equipped for liveboard and cruising. Charter her before you buy! A luxurious yacht asking \$520,000.



61' CHEOY LEE LONG RANGE CRUISER 1983

Four staterooms, two 15 Kw generators, stabilizers watermaker, inverter. Twin 300 hp 3208 Cats, 2500 mile range. Sterling paint job 1991. Retro-It 292. An excellent long range sea-going trawler asking \$495,000. Call for additional information.



65' TA-CHIAO CT-65 1985

This Perry designed CT-65 pinnace ketch is built to Lloyd's and classed 100A1. Long fin keel and skeg hung rudder. Hood stowaway mast and sails. Below decks she has old world charm with all modern conveniences. A world cruiser equipped to sail anywhere. Asking \$695,000.



53' IRWIN

85 hp Perkins diesel engine cruises at 8.5 knots. Three staterooms with a total of nine berths. Office on starboard side. 8 Kw generator. All sails are Hood. She is cruising-equipped and ready to go. A must see! Asking \$212,000.



55' TAVANA CUTTER RIG 1984

Custom interior, 3 staterooms, 3 heads. Cold plate refrigeration, watermaker. Excellent electronics, 8 Kw generator, Navtec hydraulic winches, Hood roller furling. Ocean equipped and well maintained. Will consider a smaller vessel in trade. \$295,000.

BUILT IN THE USA
126' PALMER JOHNSON
DESIGNED BY TOM FEXAS/ATWOOD

LENGTH: 126'
BEAM: 26'
DRAFT: 5'6"
WATER: 2200 GALS.
FUEL: 12000 GALS.



TIME

There are not many yachts in the world of this size that boast a top speed of 30 knots, yet at slower cruising speeds have a 4000 mile range. She is powered by 2400 Hp GM's coupled to her jet drives. **TIME** is state-of-the-art with all her electrical propulsion and safety equipment built to ABS, using light weight aluminum construction and one of the premiere U.S. boat builders.

She has a beautifully decorated functional interior, but has also been designed for outdoor activities which include a rotating sun bed on the flybridge, a jacuzzi on the aft deck and easy ocean access from her cockpit.

No expense has been spared on security and safety features which include a cardiac unit and extensive medical supplies.

TIME is seriously for sale and is also available for charter.

CALL LENNY NOBLE, WORLDWIDE CENTRAL AGENT,
FOR MORE DETAILS.



1535 S.E. 17th Street, Suite 107
Fort Lauderdale, FL 33316
Phone: 305-523-2287
Fax: 305-523-2236

Northrop and Johnson^{TS}

DONATION

YACHT - SHIPS, INC.

CHARTER

43 WATER ST., BEVERLY, MA 01915

PHONE (508) 921-6600

Fax (508) 921-6691



1982 LONG RANGE MY 1982

7 staterooms, incl. cockpit master, 3,500 mile range. Beautifully crafted white oak interior joinery combined with the finest materials and classic art for the ultimate in luxury. First time offered. Call **BOB LESLIE** for color brochure, 508-921-6600.



1975 SWAN 65 KETCH

Classic S&S design & Nautor craftsmanship. Major refit in 1991/92 incl. new engine, spars, sails, Awlgrip & all systems repaired as necessary. New queen berth in owner's S/R. Full offshore elect., electric winches and safety equip. Excellent condition. Call **CHRIS ALEX**, 508-921-6600.



148' BENETTI 7 STATEROOMS

Built in '87 in Corten Steel, 22 knot cruise, only 1200 original hours. Vessel is virtually unused. Luxurious Dada interior. BEST BUY ON WORLD MARKET! Call **BOB LESLIE** for recent pictures and price info. 508-921-6600.



154' CRN LONG RANGE MY

Elegantly finished and heavily built. 6 Staterooms including on deck master suite. Private dining salon for 12. Enormous main salon plus upper deck lounge. Helicopter certified. Excellent condition! Call **BOB LESLIE**, 508-921-6600 for details.



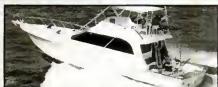
1987 BALTIC 43

3 S/R aft cockpit alt cabin layout with centerline queen, ensuite head, spacious salon, plus 2 additional S/Rs w/nd fwd. Also avail: full race layout w/pilot berths in salon and open fore peak. From \$250,000. Call **STAN LEVY**, 508-921-6600.



1987 SEA RANGER 56 CPMV

Hatteras 53 ED look alike with wider salon plus cockpit and aft deck \$260,000 ask makes this an outstanding opportunity. 3 staterooms and 3 full heads. 880 hrs on 408 hp Volvo's. Call **CHRIS ALEX**, C.A. 508-921-6600.



56' CUSTOM SPORTFISH, 1990

89/90 W/12V92's. Completely redone, new electronics; appliances; and custom features too numerous to list; galley up w/3 staterooms, powderblue lower, 19' beam great for entertaining and fighting the big ones. Asking \$595K. Call **GEORGE GEORGES**, Central Agent, 508-921-6600.



1985 ENDEAVOR 51

Luxurious center cockpit, 3 S/Rs. Centerline queen aft w/ensuite tub/shower. Well equip galley. Spacious salon has circular dinette. 2 dba forward headroom convert to large single. Beautiful sail finish teak joinerywork. Capt. maintained. Never chartered. Asks \$225,000. Call **STAN LEVY** for details, 508-921-6600.



64' BURGER M.Y. 1972

Very low hours on 550 hp 1993 Cat 3406's. Cruises 20 kts! New interior decor! New Awlgrip Paint! New Gen, wiring, exhausts. 2 staterooms plus crew quarters. An elegant, LIKE NEW classic. Motivated seller. Trades possible. Price Reduced to \$475,000. Call **STAN LEVY**, 508-921-6600.



1987 HI STAR 44 CONVERTIBLE

Twin 3208 TAs w/700hrs, 24 Kts cruise. 2 staterooms, teak interior. New electronics, enclosure, interior decor, and recent stripes in '94. Super clean! The best price in the country! Asking \$197K. Call **GEORGE GEORGES**, 508-921-6600. (sister ship shown).



58' ALDEN BOOTHBAY CHALLENGER

Stoway ketch. Own a piece of nautical history. The quintessential "Blue Water Cruiser" fully restored to her original beauty. 3 staterooms with private heads; all major systems new! Proud right! Quality 35' - 40' trailers considered. Call **BOB LESLIE**, Central Agent, 508-921-6600.



1987 HATTERAS 41 CONVERTIBLE

GM 6-71TAs w/700 ong. hrs. Ameps, 2 staterooms, galley up. Murray chair, Ruops, good electronics, very clean Northern boat. Hard to find a better deal! Asking \$239K. Call **GEORGE GEORGES**, Central Agent, 508-921-6600.



1974 BERTRAM 46 MOTORYACHT

Twin 8V71 T's with moderate hours, Onan 15kw gen. 2 staterooms & 2 heads. Autopilot, Irian, radar and more. Vessel is in good condition and seller is very motivated. This is a deal waiting to happen. Call **CHRIS ALEX**, at 508-921-6600. Try \$120,000.



1984 BALTIC 42 DP

Aft cockpit / alt cabin with centerline queen, loom VHF, Alpha autopilot, Trimble Loran, B&Gs, recent sail upgrades. The ultimate cruiser/racer. Asking \$180,000. Call **CHRIS ALEX**, 508-921-6600. (sister ship shown).



1980 TRINTELLA 44

Cruise offshore with confidence in this fast Dutch built 3 S/R cu clip ketch. 2 bds, lg dinette, gourmet galley, walk-in engine rm, 120hp oil, 6.5 kw gen, 8 sails, etc. primes. Constant upgrades include new Awlgrip. Extensive inv. Reduced to \$169,000. **STAN LEVY**, Central Agent, 508-921-6600.



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DONATION

YACHT - SHIPS, INC.

CHARTER

43 WATER ST., BEVERLY, MA 01915

PHONE (508) 921-6600

Fax (508) 921-6691

"ENCHANTRESS" 97' Broward



- NEW AWLGRIIP PAINT '94
- GM 12-781TI'S MAJORED '93
- 8,000 GAL GUEL

- FABULOUS DECOR PACKAGE
- BUILT-IN PIANO
- HIS & HERS JACUZZI BATH

Enchantress has been voted the best 90 series BROWARD by a select group of Florida's top brokers. Her unique reverse transom and extended aft deck blend perfectly with her modern Euro Profile. The machinery and systems have benefitted from a comprehensive maintenance program. The Galley Dinette forward has been modified by Rybovich to allow for a removable partition so it easily converts to a private dining salon. Now actively for sale as the owners are building a new, larger, ENCHANTRESS.



Call BOB LESLIE, Worldwide Central Agent

"VOYAGER" 84' Diaship



- TRIPLE 750HP MAN POWER
- FULL WIDTH MASTER SUITE
- 21' 6" BEAM

- T/30KW GENS
- FULLY STABILIZED
- RELIABLE & SEAWORTHY

This high quality, Dutch built, aluminum motoryacht is unique for an 85 footer with 4 guest staterooms and a full width (21' 6" beam) main salon. The creative interior design was by Artline and is modern but conservative with excellent use of space. The galley dinette forward makes this a great family cruiser. The aft deck doubles as a cockpit and is a great watersports platform. Seriously for sale and priced at a fraction of her replacement cost.



Call BOB LESLIE, Worldwide Central Agent



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YACHT - SHIPS, INC.

1901 S.E. 4TH AVENUE, FORT LAUDERDALE, FL 33316

PHONE (305) 522-3344

Fax (305) 522-9500



1987 123' BROWARD

Finest Broward ever built! Reinforced hull, new DDEC engines, new interior and electronics, new European transom. Call **KEVIN MERRIGAN**, 305-522-3344.



111' LONG RANGE MOTOR YACHT

MARCO POLO represents the best value of any 100' + MY in the world today. 4/5 S/R's, luxurious accommodations. Present major price reduction by motivated seller. Enroute to Florida to be sold. Call **PETER SCHMIDT**, 305-522-3344.



74' CHRIS CRAFT/DERECKTOR MOTOR YACHT

Absolutely the nicest 74' Chris Craft/Derektor available. 3 S/R's plus crew, large oven-deck galley, huge engine room. Fully equipped and ready to cruise this winter. Offers encouraged! Call **BYRON STAUFFER**, 305-522-3344, for photos and details.



1988 CT 56

This superb 2 S/R cruiser is in top condition. She has had little use. Low hours and all the equipment you could wish. Owner's change of plans forces sale NOW. Asking \$389,000 - offers. Call **MICHAEL NETHERSOLE**, 305-522-3344.



HALLBERG RASSY 49

The best "round the world" cruiser available. Thoroughly equipped and well maintained by an experienced blue water sailor. She must be sold immediately and her low asking price reflects the makings of a bargain. 305-522-3344.



1992 ST. FRANCIS 43 CAT

4 S/R's with ensuite head/showers. High speed with stability. Very clean - lower boat, never chartered and keenly for sale. \$250,000. Call **MICHAEL NETHERSOLE**, 305-522-3344.



LITTLE HARBOR 44 CENTER COCKPIT

Beautiful and thoroughly equipped. Hood elec stoway mast. Elec primaries, new sails and electronics. Low hours on engine and gen. Perfect pocket cruiser for the connoisseur. Very well priced at \$379,000.



1986 NEW HORIZON 70

This versatile 4 S/R stoway ketch is very keenly for sale by absentee owner. Excellent condition & never chartered. BU draft 5' mains cruising anywhere. Fast, stable, comfortable & affordable. Ask \$429,000, offers. Call **MICHAEL NETHERSOLE**, 305-522-3344.



75' GAFF SCHOONER, BUILT 1981

Massively constructed by the well respected Buelter yard of Iroko on Oak. She is in excellent condition with new Mercedes engine, electric winches, recent electronics, etc. Call **MICHAEL NETHERSOLE** at 305-522-3344.



HINKLEY SW 59

3 S/R American ash interior. Hood elec stoway mast. elec primaries, bow thruster, 120hp Perkins, 8KW gen, watermaker, new electronics and sails. Stars and Stripes blue, 6' 6" B.U. draft. **IMMACULATE!**



1986 BERTRAM 54

12V/77T's, twin 150W gens, 3 S/R's, galley up. Excellent elect. Pipewelders hardtop hull tower on fully air cond. F.B. Rupp riggers. Murray chair. LOADED w/whaling equip. Fast & comfortable. Ask \$475,000, offers. Call **BYRON STAUFFER**, 305-522-3344.



4 STRM 64' DUTCH MOTOR YACHT

Fresh water only. Quality equipment and the finest maintenance. This yacht is in perfect condition as proven in recent Patton survey. Quality and value, this yacht is a steal. Contact **KEVIN MERRIGAN** for details. 305-522-3344.



53' HATTERAS CLASSIC 1975-94

Total refit, new paint, 0 hour engines, new bridge, new primaries, new interior, new electronics, etc. **NEW LISTING**. Don't miss this most impressive boat. Call **PETER SCHMIDT**, 305-522-3344.



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PARSIFAL

This 112' (34.1M) Valdettaro was designed by Laurent Giles and launched in 1993. She is built of steel with aluminium superstructure to Bureau Veritas 13/3 Charter Yacht standards and has been sailed only by her original owner. Accommodation for ten guests in five cabins all with ensuite bathrooms. Her Hood Stoway system and hydraulic headsail Sea Furls enable her to be easily handled. She has just completed a transatlantic and Caribbean cruise and is in like new condition.

Significant price reduction for immediate sale.

Central Agent: Jeromy Mold - C&N Palm Beach

ENGLAND . FRANCE . MONACO . SPAIN . GERMANY . UNITED STATES . MEXICO . JAPAN



MUSTANG

Built in 1987, this 83 footer represents the epitome of pedigree, from her Doug Peterson hull to her Camper & Nicholson's design and flawless execution. Her rugged, low maintenance fibreglass hull (Lloyd's), impeccable maintenance and popular pilothouse configuration, make for an unbeatable combination. Several other items of interest on an extensive list are MUSTANG's new Rondal hydraulic Stoway rig and rigging as of 1992, her Ritchfield retractable bow thruster, spacious engine room with twin generators, flawless interior and great accommodation for owners, guests and crew.

MUSTANG is seriously for sale with a new boat on the way. Contact Bill Sanderson, Central Agent, in Palm Beach for a brochure and full details.



172' (52.5M) PICCHIOTTI

A superb yacht of excellent construction delivered by Picchiotti in 1986. The thoroughly researched hull and engine design have made for a very sea kindly yacht capable of running at 18 knots with an exceptional 6,000 N mile range at 13 knots. Excellent accommodation for up to fourteen guests including duplex owner's suite with own private saloon. Vast deck areas add to make this a truly remarkable yacht. Price reduced for early sale.

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London W1X 7DB

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06407 Cannes

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MEXICO CITY

Presidente Mazank 393
Local 18, Col. Polanco
Lomas de Chapultepec
Mexico DF 11560
Telephone: (52) 5 250 8380
Telefax: (52) 5 687 3253

135' (41M) HEESEN

Just delivered in 1994 by the renowned Heesen Shipyard in Holland, this yacht is a unique opportunity to purchase. At 135' with an aluminium construction, powered by twin MTU's of 2,000hp each, giving speeds of up to 25 knots, she offers accommodation for up to ten guests in five double cabins. Equally spacious areas for seven crew. Attractively priced and very seriously for sale.



109' (33.5M) SOUTERS

A 109' Don Shad designed all aluminium motor yacht built by Souters in 1985 and active most recently in support of the Whitbread Round the World race INTRUM JUSTITIA. With transatlantic cruising range, this yacht carries her guests in style and comfort.

She has a full width owner's stateroom complete with study and guest accommodation for a further six to eight, spacious saloon and excellent deck areas. Comprehensively equipped in every respect and fully certified for 40 day guests.



98' 29.8M BENETTI

A classically designed Italian built yacht combining traditional style with a wide range of facilities for the comfort of guests. Accommodation for eight in elegant saloons and cabins including a master suite, study and spacious decks. Capable of cruising 3,000 miles at a comfortable 12 knots.



SWAN 59 'HI YA' 1984



SWAN 59/001 HI YA (1984): From the drawing board of the acclaimed designer German Frers, HI YA has been expertly planned to provide not only enviable performance but spacious accommodation as well. Launched in Finland in 1984, she has cruised through Europe, North America & the Caribbean in comfort. The main saloon is laid out with two separate sitting areas, one with coffee table and one with large dining table. The impressively spacious aft master stateroom boasts a queen size bed plus ensuite head with shower. Forward, two guest cabins are furnished with large single berths, both also with their own adjacent heads. Throughout, Nautor's famous teak joinery adds to the richness of the surroundings. With an asking price of under \$900,000, HI YA represents an excellent investment. For sale or short or long term charter, HI YA's owner will also consider applying a portion of charter fees to the purchase price of this magnificent yacht. Lying Caribbean.

Principal Equipment

Map Tech Charting System
Trimble GPS/Loran
Furuno Radar
72 mile
Furuno Sat Nav
B & G
instrumentation
2 VHF & handhelds
2 SSB, RDF
Cellular telephone and fax
Weatherfax
Ockam computer system
TV/VCR/Stereo
Watermaker 1500
Gal/day
Snorkel Gear
Windsurfer

Life rafts (2)
Avon launch, 25 HP
outboard
Robertson Autopilot
Intercom headset
system

Specifications

Designer German Frers
Builder Nautor's Swan
LOA 61.00'
Beam 16.8'
Draft 9.3'
Displacement 62,400
Main Engine
Volvo Turbo (135 HP)

Generator Westerbeke 12.5 kW
Air Conditioning/Heating
Sloop/Cutter rig

Please contact:
Jennifer Stewart
Central Agent, for
details and information
Nautor Northeast
Jennifer Stewart, Inc.
Newport, RI
TEL 401 846 8404
FAX 401 846 7349

SWAN | B R O K E R A G E

SWAN 53 'JAGER' 1990 (Centerboard)



Interiors sister ship



Interiors sister ship



This is a serious cruising-orientated Swan with her centerboard keel and her spacious living area, *Jager* is perfect for long distance cruising across the oceans of the world, or for fun racing around the buoys. Designed by German Frers and launched in Finland in 1990, *Jager* has proven herself as an excellent racing and cruising platform – winning her class at the 1993 Block Island Race Week and first in Class, first overall in the Miami-Palm Beach Worth Munroe Memorial Race. Owned by a knowledgeable yachtsman, who is trading up to a Swan 68, she has been meticulously maintained and benefited from many recent upgrades, such as a new Village Marina watermaker, a new Iceberg shore-side compressor and a new inverter. Gelcoat work was completed in August '93 and the vessel was painted and faired for racing in December '93. A new complement of sails was added mid 1993. The interior is up to the usual Nautor benchmark standard. The main saloon has an L-shaped settee with drop leaf dining table and centerline seat opposite. To starboard is the custom entertainment center, including TV, VCR, CD, Cassette and AM/FM stereo, which has just been installed. The aft cabin has a centerline double bed with hanging lockers and shelves and settees outboard. *Jager* represents an

excellent investment for the cruising yachtsman, who enjoys a turn of speed. With her charter potential and her 'as new' condition, she is certainly worth investigation. Lying Miami.

Principal Equipment:

B&G Hercules System 390 • Autopilot-Cetrek 727 • Autopilot Coursemaster • VHF Icom M-100 • Icom 700 SSB • Furuno Radar FR 8030D • Trimble Loran C10X • Trimble GPS • Magnavox 4102 Satnav • Furuno 208 A Fax with Navtex option

Specifications:

Designer:	German Frers
Builder:	Nautor's Swan
LOA:	52'7"
Beam:	15'6"
Draft:	11' and 6'9"
Main Engine:	Volvo Penta Turbo (84 hp)
Sloop Rig	

Please contact:

Georges Bourgoignie, Central Agent,
for details and information
Nautor Southeast, Georges Bourgoignie, Inc.,
Miami, Florida.
Tel: 305 673 4600 Fax: 305 673 2560

SWAN | B | R | O | K | E | R | A | G | E

BROWARD

Broward Marine Yacht Sales, Inc.



NAMOH, 105' 1993/94 Broward MY. Delivered in the Fall of 1993 and has only 180 hours on her DDEC's 16V-92. She features four stateroom layout along with private dining salon, oversized main salon, and an enormous aft deck with full walk arounds and reverse transom. Equipment list includes Naiad stabilizers with nine square foot fins, twin 60 KW generators, 1,200 gallons per day watermaker and a state of the art electronics package featuring SatCom twin Furuno radars and Plath autopilot. **NAMOH** features a magnificent interior that includes custom fabrics, exotic woods and exceptional artwork throughout. C.A. BOB CURY.



LADY WANDA, 90' 1988 Broward FBMV. Features 3412 Cats, designer int., stabs, bow thruster, comp. elec., dinghy, watermaker, Recent Price Reduction. C.A. STEVE BOZAS



TEMPTATION, 104' 1987 Broward MY. Rev style transom w/ enlarged aft deck. GM 12V-92TA's, Naiad stab, thruster, 35KW gens., 1500 GPD watermaker, comp elec. pack. BOB CURY.

As you can see from the vessels featured, Broward Marine represents as Central Agents the finest selection of late model Broward and Hatteras Motoryachts and Sportfishermen currently available. The majority of these vessels are currently located in South Florida and are available for inspection at any time. Please contact Broward Marine directly for complete listing information, photography, or brochures on any of the fine vessels you see featured.



BRITANNIA 112' 1990 Broward MY. Built to ABS spec this high speed Broward features triple DDEC 16V-92's, w/speeds to 40 knots. New Imron paint & updated int.! Loc. in Ft. Lauderdale. CENTRAL AGENT BOB CURY



TERRY LEA, 105' 1994 Broward Motoryacht. Built to ABS Certification, this vessel features Broward's aft engine room, raised Pilothouse layout along with full walk-around decks. Powered by DDEC 16V-92's, she cruises comfortably at 20 knots and her 10,000 fuel capacity allows for extended range. Her extensive equipment list features: Naiad Stabilizers, 60 KW Northern Lights gens, 1,500 gallon per day watermaker, and a state of the art electronics package. In addition, **TERRY LEA** offers a custom interior with a comfortable four stateroom layout. Currently located on the West Coast of the U.S. and is available for inspection. CENTRAL AGENT BOB CURY

1601 Southwest 20th Street - Fort Lauderdale - Florida 33315 - On the New River

Telephone: 305-522-5759 • Facsimile: 305-522-1725

BROWARD

Broward Marine Yacht Sales, Inc.



C-VENTURE, 96' 1988. Represents the only late model Broward CMY available. Powered by GM 12V-92's she cruises comfortably at 16 knots with 7,000 fuel capacity. Naiad stabilizers, 50 KW gens, 1,200 GPD W/M, and complete electronics. C.A. BOB CURY.



HULL #703- New 95' Broward SF. Built to ABS cert., large salon, encl. skylounge, powered by DDEC 16V-92's, twin 35KW gens., stabilizers, thruster & watermaker!



LADY MISHAEL, 97' 1990 COOPER MY. 4/S/R raised pilothouse Fiberglass MY by Jack Surin & built at Cooper. Twin 3412 Cat Diesels, cust. int, Naiad stab, W/M, comp elec. C.A. BOB CURY.



CARLISSA, 67' 1989/90 Hatteras CMY. Features GM 12-71's w/870 hp, stabs, custom interior, full elec, dinghy. Price Reduction. C.A. STEVE BOZAS.



LYONESS 60' 1986 Hatteras Conv features enclosed flybridge, GM 1271's with 840 hp, stabs, custom int., full elec, dinghy, cust. tuna tower. C.A. STEVE BOZAS.



PERFECT BOUND, 70' 1989 Hatteras MY features GM 12V-92 TA's w/only 800 orig. hrs. Most customized 70' MY afloat w/every conceivable option. Loc: Ft. Lauderdale. C.A. BOB CURY.



PERSPECTIVE, 70' 1989 Hatteras CMY. Built w/salon-open aft deck comb. Equip. incl. twin 20 KW Oran gens, stabs, 600GPD watermaker, comp elec, rack feat 72 mile radar, Sat Nav & autopilot. BOB CURY.



NIGHT CAP, 72' 1984/85 Hatteras MY features GM 12V-71TT's (350 SMOH), white ash int., updated electronics, stab, new gens, watermaker & price reduction. C.A. STEVE BOZAS.

1601 Southwest 20th Street - Fort Lauderdale - Florida 33315 - On the New River

Telephone: 305-522-5759 • Facsimile: 305-522-1725

WESTSHIP YACHT SALES

High speed M.Y. has 26 knot cruise. Accommodations for 6 plus crew. Frank Mulder design includes formal dining. Large salon opens to spacious aft deck. Aft of sky lounge is a huge sunning area with open air grill and bar. Beautiful Paola Smith interior, built by R.A.P. Arredamenti, Viareggio, Italy, featuring warm lacquered woods, rich fabrics, innovative lighting, being completed at the Codecasa yard in Italy. Florida arrival Dec. 94. For details Contact Frank Grzeszczak, Worldwide Central Agent.



"VW II" 116' (35.4m) Norship 1994



**80' (24.4m)
Hatteras CMY
1985**

"LORETTA ANNE" former LAUDERDALE LADY. Has recently been painted, offers Sat Com, twin radars, twin gens, watermaker, in perfect mechanical condition. Motivated seller. Central Agent.



**112' (34.1m)
Hatteras
1992**

"VICTORY LANE" Triple 12 cylinder Deutz, 29K top speed. 4 double staterooms plus crew. Spacious salon and deck, perfect for all entertaining. Contact Frank Grzeszczak.



**78' (23.8m)
Hakvoort
1992**

"FOREVER" 16V92TA DDECs This fast, Dutch built little ship features 4 S/R + crew, walkaround decks & extraordinary attention to detail. Ideal for owner/operator. Contact Alex Villalon.



**112' (34m)
Westship
1994**

CPMY features T/MTU 8V396 TE94s, sleeps 8 in owner's party in 4 S/R + crew. Elegant Yacht Design Associates interior with spacious main salon. Contact Frank Grzeszczak, Worldwide Central Agent.



**83' (25.3m)
Broward
1979**

"A-COPY" 12V71Ts, new generators and paint in '93. This classic Broward model is new to the market & the only one of its type available. Realistically priced. Contact Alex Villalon.



**155' (47.2m)
Swiftship
1992**

"DEFIANCE" Ready for delivery. Sleeps 12 in 6 staterooms w/ on-deck full beam master. 16 knot cruising speed with 4500 mile range. ABS classification. Contact Bryan Long.

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WESTSHIP YACHT SALES



NEW "WESTSHIP LADY" 106' (32.3m)

Spring 1995 delivery. She is a fully equipped cruising resort. Her spacious bridge deck and lounging areas include full bar, Jenn-Aire grill, tender and toys. Innovative use of space gives the salon the feeling, appearance and functionality of a 120' yacht. Formal or casual dining for fourteen. Full beam suite w/ his and her bathrooms with adjoining spa, walk-in closet, sofa and complete entertainment center.

**115' (35m)
AOS
1993**



"MARGAUX" GM 16V149Tis, with 34K speeds. 3 S/R, raised pilothouse, formal dining and casual aft deck or flybridge entertaining. State-of-the-art pilothouse and electronics. Contact Frank Grzeszczak.

**105' (32m)
Broward
1993**



"DAYBREAK" ABS hull custom series, 20K cruise, 16V92 DDECs, award winning interior by Marc Michaels, 4 S/R plus crew. Finest 105' Broward series ever built. Seriously for sale. Contact Frank Grzeszczak.



**121' (36.9m)
Denison
1986**

"TOPSY" T/MTU engines, walkaround side decks and large aft deck. Built to the highest of standards. Ideal for Mediterranean, Bahamas or Northeast. Like new. Contact Bryan Long.



**90' (27.4m)
Westship
1995**

Detroit 12V92TAs with 20 knot cruise, classic contemporary styling, 5 staterooms with 6 heads, custom interior by Yacht Design Associates. 5' draft for island cruising, 1200 mile range.

**92' (28m)
Crescent
1992**



Raised pilothouse. CMY 12V92TAs, low hours. 3 S/Rs plus crew, with white ash interior, loaded with electronics, bow thruster, davit, twin Northern Lights gen sets. Reduced price. Contact Bryan Long.

**76' (23.16m)
Hargrave/
Derecktor**



Aluminum FBMY, flawless! USCG certified for 55 passengers. Three equal staterooms. Galley up, walk-in engine room, walk-around side decks. Contact Ed Chapdelaine.

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Custom Elegance

70' Custom Viking Motor Yacht with Cockpit - 1990.

A unique opportunity to acquire this completely customized, extremely well equipped motor yacht.

Powered by GM 12V:71TI's with 850 HP each, features include four plush staterooms and complete custom decor throughout.

Meticulously maintained by her loving owner, she represents a truly rare opportunity to acquire a like-new, magnificent yacht.

**For Further Information Contact
Exclusive Agent: Charles P. Irwin**



80' BROWARD MOTOR YACHT 1989. From the reverse transom to the Euro-style ed. to the classic Italian Cherry wood and imported marble int. This boat has it all. She is equipped with Cat. 3412 TDs, dual 50KW gens., Hydropower var. speed bow thruster and Satellite comm. system. **Contact Central Agent: Charles P. Irwin.**



74' HATTERAS COCKPIT MOTOR YACHT 1992. Luxurious custom interior. Extensively equipped including bow thruster, two radars, Trimble Navgraphic, dual single side band radios and much more. **Contact Agent: Charles P. Irwin.**

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63' OCEAN S.S. 1990. 12V92TA's, loaded with electronics, shaved ice machine, Riscodi tuna tower with molded fiberglass tops. Immaculate condition. **Contact Agent: Chip Irwin.**



63' VIKING WIDE BODY MOTOR YACHT 1989. TW 800 HP, 12V71TAs, 23 knots plus. Massive salon, formal dining area, four staterooms, king in master. Loaded with electronics. 14' Avon, stabilized. The most spectacular available. Owner anxious. **Contact Central Agent: Camm Moore.**



63' OCEAN S.S. 12V 92 TAs. Without a doubt, one of the finest 63's available. Major upgrades in 1992. Tasteful decor, 300 gals of fuel added. Reinforced fiberglass cockpit. Owner has purchased larger vessel. **Contact Agent: Chip Irwin.**



53' OCEAN S.S. 1991. 760HP, 8V92TA's. Three stateroom - galley up model, loaded electronics. Captain maintained in excellent condition. **Contact Agent: Chip Irwin.**



50' CHRIS CRAFT 501 FBMY '90. Mint condition. Loaded. Low original hrs. Sincere seller. Also: 50' Chris 501 '90. Fresh water. Reduced. **Contact Central Agent: Mark Peck.**



50' Liberty Cutter 1986. Fast, elegant, long-distance cruising yacht completely equipped with dual autopilots, GPS, SSB, radar, generator, air, etc. A long list. Absolutely beautiful teak interior. Seriously for sale from two yacht owner. **Contact Central Agent: Gage Powell.**



172' MIE SHIPYARD MOTORYACHT 1989. Exquisite comfort for 12 just begins to describe the attributes of "LADY ANGELA". Dedicated to comfort & safety, she is equipped with the finest electronics & toys galore (incl. 23' Donzi, windsurfer, motorbikes) in S. Florida this winter. **Contact Agent: Charles P. Irwin.**



76' AZIMUT COCKPIT MOTORYACHT 1989. Four staterooms, galley up, large aft deck, fast cruise. Very unique. New to the market. Quality trades considered. **Contact Central Agent: Mark Peck.**



48' HATTERAS SPORTFISHERMAN 1989. TW 720 HP, 8V92TAs. Full tower, radar, plotter, 11' Avon. Fish equipped. Many custom features. Always maintained to the highest standards. One owner. Anxious. **Contact Central Agent: Camm Moore.**



45' Callitman Flybridge Motoryacht. 1990 Boat Show Boat. All major upgrades. Mint condition. Low original hours. **Contact Central Agent: Mark Peck.**



43' HATTERAS DOUBLE CABIN M.Y. '85. A totally care-free Hatteras with unusually low hours on Cal 3208's. Used only 1 mo/yr; dry docked under shelter the rest of the year. Owner moving up. Sistership photo. **Contact Central Agent: Charles P. Irwin.**

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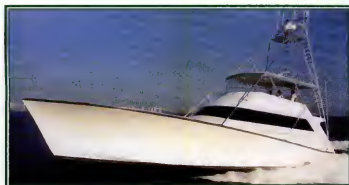
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NEW 80' MONTEREY MARINE 1995 CUSTOM SPORTFISH

This custom 80' Sportfishman features four staterooms with twin 16V92 Detroit's, 40 hp Gen. Known in sportfishing circles for strength and speed, the Monterey reputation for quality speaks for itself. Exclusive representation, also available New 65' Monterey, New 58' Monterey, and a New 53' Monterey. EXCLUSIVELY REPRESENTED BY EMERALD YACHTS.



NEW 65' MONTEREY MARINE 1995 CUSTOM SPORTFISH

This custom 65' Sportfishman features a revolutionary go anywhere 4" Draft, with twin 16V92 Detroit's, 20KW Gen., and 4 staterooms. Known in sportfishing circles for strength and speed, the Monterey reputation for quality speaks for itself. EXCLUSIVELY REPRESENTED BY EMERALD YACHTS.



115' CAN

Built 1979 and lovingly maintained, low hours since major rebuild - 5 cabin layout, tasteful classic decor, marble baths, transatlantic capability make this steel aluminum "Little Ship" one of the best choices on the market, very realistic price.



1987 BROWARD MOTOR YACHT

Five staterooms, 4 crew. Twin 16V92TA DDEC's (new '92), new reverse transom 1992. Complete interior/exterior refit '92, new outgrip, new gensets, new watermakers, huge equipment list. Available Ft. Lauderdale.



VASILCRAFT 90'

Built in 1993 for the discriminating owner. Unique 5 stateroom layout with full beam master. Highest quality interior decor. Detroit diesels push past her at over 23 knots. Low hours - very seriously for sale.

Also: 85' 1992 Canados, beautiful 9.5 mil



64' BURGER CRUISER

1972 model with new 3406 cots, new paint, immaculate condition. Asking \$475,000. ALSO: 81' Burger F/B motor yacht 1978 - 12-71 T's, new paint, loaded. Asking \$157,611. Tollycraft + 57' + 53'

Finest on market 1981 72' Hatteras CPMY Immaculate • MANY SPORTFISH AVAILABLE • Call regarding our open & pocket listings.



1989 47' HARGRAVE DESIGNED ATLANTIC MOTOR YACHT

3 stateroom, twin Detroit 692's, 18 knot cruise, full electronics and navigation equip, 15 ku genset, air cond, available for inspection in Ft. Lauderdale. Ask \$340,000. Also available:
50' Chris Craft 40' Cheoy Lee 48' Chris Craft
43' Tiora LUT - \$475,000 36' Tiora - \$249,000



55' HATTERAS S/F BEASTMASTER

This famous billfishing machine is available due to a change in the owners plans. She has 0- hours since overhaul on her 870hp high performance engines, newly remodeled interior, and sparkling exterior finish. Loaded with top quality equipment including whaler and divot on the foredeck, all you will need are rods and reels.

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YACHT - SHIP



1986 RHHIA 225-73'

Just reduced \$500,000. Twin 1600HP MTU's Gold Series 800H. Three luxurious cabins plus crew accommodations for 3. 35 knots top speed, cruise at 28 knots, super electronics and communication package, including satcom. Asking \$1,100,000. A must for the Euro style lover. **EXCLUSIVE U.S. AGENTS.**



108' RHHIA

Undoubtedly the most elegant, sleek, quality Italian yacht. A class act backed by over 400 yachts delivered over the past 30 years. Lloyds 100 A Maltese cross class. MTU's quiet oil engine room, 30 knots, 900 mile range. Full beam master and VIP, twin berth guest cabins, crew accommodations for 5. Asking \$4.5 mil. Various available 70' to 135'.



65' TA CHIRO

Major price reduction on fabulous luxury ocean sailing yacht. Classed 100-A1 by Lloyds. High performance design by Robert Perry. Accommodations in 4 staterooms for 8 plus crew. Must be seen, lying Fort Lauderdale until sold...won't last long! \$100,000 price reduction. Now \$599,000.
105' Classic Fife "Macarbean" - 1920 Classic with 1986 Rebuild - Beautiful \$565K
65' Vallivelli 1990 - Superb performance, immaculate, lovely handcrafted interior - \$380K



92' FLUSH DECK MAXI RACER/CRUISER

340 Volvo, 2 - 25KW Mercedes gensets, 6 double guest cabins plus crew, 5500 sq. feet sail. Beautiful Lying Greece. \$300,000 price reduction.
130' Custom Golf Cutter 87' Aluminum Sloop 1990
81' Palmer Johnson 1990 - Frers design. One of a kind incredible! \$2.9M.
118' Perini Navi 1982 Cutter - 12 kts cruising - absolutely gorgeous! \$4.5M.



52' IRWIN CUTTER

1990, original owner. One of last 52's. Has all elements of the 54' except aft transom locker. A pristine vessel with custom options, every conceivable amenity. Lovingly maintained by captain/owner. Furling, electric winches, full electronics, 110 inverter, 10 batteries, watermaker, TMI lift, A/C systems upgraded or customized. **MUST SEE.** One of the finest yachts available on the market. Please call for complete details, video and photos.

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NAUTOR SWAN 65 KETCH - 1973

Fine example of timeless S&S Design. Parking 1987. Full battain main, furling mizzen, electric primaries. Unique interior - 2 guest doubles with head/shower. Good electronics. Lots of gear including watermaker. Priced to sell now. **ENCLPDL-Milw: 800-343-3551.**



60' JONGERT PILOT HOUSE KETCH

Mercedes Diesel, rigged for short handed sailing. Heating and A/C cond systems. Fine steel construction. Top European Builder. 4 staterooms, huge aft saloon. Serious yacht. Ready to go today. **ENCLPDL-Milw: 800-343-3551.**

MANY OTHER SAILING YACHTS AVAILABLE!



1994 NORSEMAN 400 CATAMARAN

Beautiful 4 stateroom (doubles), galley up, very fast and comfortable. 32' draft, great for the Bahamas or Virgins while capable of easy Transatlantic or Pacific ventures. 25' beam. Located Ft. Lauderdale for easy showing. \$298,000.
1995 47 Semoris Mayotte 475 1990 48 Catana

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132' HAKVOORT "LADY ALICE"

A world-class vessel of indisputable pedigree designed by Diano Yachts. Four double staterooms, formal dining room, large salon, grand skylounge and sundeck. Newly redesigned transom with graceful dual stairways lead to an integral swim platform. Shallow draft permits access to the most exotic cruising areas in the world. **WORLDWIDE CENTRAL AGENT**

150' PUGLIA "SAMANTHA LIN"

U.S. built world-cruising M/Y constructed to ABS classification. Equipped, constructed and finished to the highest yacht standards. Five luxurious staterooms with ensuite marble baths, including full-width, on-deck owner's suite. Exceptional outdoor lounging and dining areas. Reliable Caterpillar machinery, extraordinary cruising range of 8,000 miles. A rare offering. **WORLDWIDE CENTRAL AGENT**

192' CUSTOM "OCTOBER ROSE"

World-cruiser refit by Trinity in '92. 5 double staterooms plus exceptional crew quarters. Twin Cat diesel power. Not for sale or charter while in the U.S. **WORLDWIDE CENTRAL AGENT**

168' SCHWEERS "INTREPID II"

World-class vessel is better than new with recent major refit. Sleeps 14 in seven double staterooms. Not for sale or charter while in the U.S. **WORLDWIDE CENTRAL AGENT**

149' FEADSHIP "ALFA ALFA III"

Superior Feadship quality and styling. Accommodations for 15 in six staterooms, each with ensuite bath. Sophisticated interior decor. **WORLDWIDE CENTRAL AGENT**

147' HEESSEN "L'AQUASITION"

Modern, elegant styling by the late Gilgenot. Four staterooms plus crew. Formal dining, skylounge and gym. Not for sale or charter while in the U.S. **WORLDWIDE CENTRAL AGENT**

143' VAN MILL "ALMAVIVA"

Dutch-built beauty received comprehensive refit in '93. Five staterooms plus crew. Twin MTU engines with KaMeWa jet propulsion. **WORLDWIDE JOINT CENTRAL AGENT**

132' AMELS "PRINCESS MARLA"

Recent refit with new decor and exterior paint. Accommodations for 8 in four suites. Beautiful Dutch quality. Meticulously maintained throughout. **WORLDWIDE CENTRAL AGENT**

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112' (34.16m) HATTERAS "BUBBA TOO"



CLIFFORD S. ALLENBY

LOA: 112'1"
BEAM: 23'10"
DRAFT: 7'2"
YEAR: 1994
CLASS: A.B.S. (hull)

Magnificent, Euro-style, raised pilothouse cockpit motor yacht is now offered for sale for the very first time. Triple 1200 hp Caterpillar 3412 diesels (with 5 yr. warranties) provide speeds to 23.5 knots, with an extended cruising range of 2500 miles at 11 knots. State-of-the-art electronics include twin Furuno FR-2021 radars. Twin 55 kw Onan generators, upgraded exterior paint and fairing, customized interior decor, four spacious staterooms plus crew accommodations. For further details, please contact Clifford Allenby.

WORLDWIDE CENTRAL AGENT

MICHAEL BALFE

107' (32.76m) BREAU BUILDERS "GRAY MIST II"



LOA: 107'6"
BEAM: 22'
DRAFT: 5'11"
YEAR: 1970

This remarkable, U.S.-built motor yacht, designed by Jack Hargrave, was truly ahead of her time when she was launched in 1970. With twin Caterpillar diesels, GRAY MIST II has the capacity to cross the Atlantic at a cruising speed of 16 knots. Accommodations for an owner's party of eight are provided in four double staterooms, each with ensuite bath, plus crew quarters. The spacious flybridge is ideal for outdoor entertaining. Tenders include an exciting 16' Donzi speedboat. For further details, please contact Michael Balfe.

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SHAMROCK V

Magnificent 120' J' Class sloop built in 1930 by C&N. Cosmetically & structurally restored, 1976/89 and refitted with modern systems. Exquisite bird's eye maple interior, varnished mahogany deckhouse. Accom. for 8 in 4 S/Rs plus crew, or up to 30 guests for day sails. The only wooden J' left in the world!

CONTACT PAMELA BARLOW



60' HATTERAS 1983

This open bridge 60 sportfish has been extensively updated in the past 12 months. Over \$200,000 spent. She features high performance, 12V71 TI GM Diesels, 1,820 gals. fuel, all electronics new in '93, watermaker, 2 Northern Lights generators and an all new interior. Owner will consider a smaller sportfisherman in trade.

CONTACT ANDREW CILLA



TASWELL 56 AND TC58

1991 and 1994 Bill Dixon designed, Ta Shing (also builders of Mason, Dynesty and Nordhavn) built performance cruising cutters. Exceptional strength, comfort and finishing detail. Roomy 3 stateroom layouts with private aft owner's cabin. 56, pictured. 58 twin cockpit. (TC) features Euro styling.

CONTACT DAVID WALTERS



49' GULLSTAR MOTOR YACHT

Three large staterooms, each with own full head. Huge galley and dinette. Spacious engine room. Without a doubt, the most comfortable, livable and well made motor yacht under 50 you will find. Several available starting at \$230,000.

48' Hatteras 1985...fresh water, very clean, last one built...Call!

CONTACT RON MORGENTHAU



172' OF BEAUTY

This 1980 cockpit motor yacht has 6 exquisite double staterooms. Including a main deck master, full width lower aft deck V.I.P. stateroom and 4 doubles forward. The main salon is breathtaking and dining salon is beautiful, as well as spacious. The cockpit offers 2 fighting chairs and the yacht includes loads of equipment.

CONTACT PAUL HANSEN



65 IRWIN

This ketch has 3 luxurious owner's party staterooms plus 2 crew staterooms. There are enormous heads w/separate shower stalls throughout. The galley includes a huge fridge, as well as a pantry with a huge freezer. She has 2 generators - an 8 Kw and a 15 Kw Westerbeke, as well as a turbo charged Perkins. (Sister ship Photo)

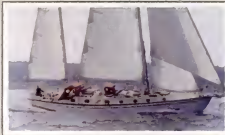
CONTACT PAUL HANSEN



HRS 1993

This go anywhere "little ship" was custom built to the highest Dutch standards. Steel hull w/alum. superstructure and a breathtaking teak interior. Designed by Pieter Beeldsma and this HRS trawler yacht has proved to be one of the finest vessels of her type ever built. Avail...for immediate delivery.

CONTACT ANDREW CILLA



SHANNON 50 KETCH

Offshore design of exceptional strength and quality workmanship. Choice of three - 1982, 84, 86 on East Coast. Two recently refitted with new equipment. Former builder available to review comprehensive equipment list and design advantages. Aft owner's cabin. 2 guest cabins. 58' shoal draft, ideal for island cruising.

CONTACT DAVID WALTERS



98' STEPHENS CUTTER

She was created for safe long distance cruising and exploring. She is extremely comfortable, from her beautiful sheltered deckhouse for lounging and al fresco dining to her full width master stateroom and 2 guest cabins, all with ensuite baths. She is in top condition and very well equipped.

CONTACT PAUL HANSEN



95' LONG RANGE MOTORYACHT 1990

Well designed & engineered fiberglass yacht, built by Admiral's Marine. Beautiful interior, stylish lines, and impeccable attention to detail, make this 5,000 N.M. range yacht worthy of inspection. On deck master, guests below, galley up, twin C&P power, 7 water-tight compartments. Excellent condition - ready for sea duty.

CONTACT ALAN BERNARD - NEWPORT (401)849-3568



BRISTOL 54.4 AND 47.7

54.4 ketch quality built in 1986. Popular shoal draft 54.3, 3 stateroom version for under \$400,000. Generator, A/C, electric stowage, main/mizzen and primary winches. 47.7 Center cockpit, attractive price, excellent condition with queen berth aft. Electric main furling winches and wireless, A/C generator.

CONTACT DAVID WALTERS



70' VIKING STABILIZED COCKPIT MOTORYACHT

Priced to Sell! This beautiful vessel has it all - huge master stateroom w/tub, 2 large guest S/Rs plus crew's qtrs. Galley up, enormous salon, full flybridge with entertainment center, 2 generators, watermaker, complete electronics. Don't wait! Asking only \$950,000. Nice 63 & 55 Vikings also available.

CONTACT RON MORGENTHAU

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Newport, R.I.

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DUTCH OCEANGOING MOTOR YACHT

Built 1988 by Doggenbank, this 74' has accommodations for 6 owners and guests, all w/en-suite baths, plus proper crew's quarters for 2. Kept in Lloyds 100A1 and LMC, she is a 'yacht' in every sense of the word: superbly constructed, beautifully finished, equipped with the best, and maintained to perfection.

CONTACT PAMELA BARLOW



88' SPARKMAN & STEPHENS KETCH

This superb aluminum ketch was built by Stephens in '86. Her owner's S/R includes separate heads & jacuzzi. In addition to twin guest S/Rs, she has quarters for 2 crew plus captain's S/R and cook's S/R w/upper berth. MTU main engine majored 3/93, new Awlgrip 7/92, new carpets, drapes & wall coverings 7/93.

CONTACT PAUL HANSEN



61' TOLLYCRAFT RPHMY 1988

Very nicely maintained, low hour vessel represents the finest in west coast production standards. Handsome & extremely sea worthy, she offers walk-around decks, raised pilothouse, decorator interior, custom acoustical insulation, 2 generators, watermaker & much more. Trades considered. Asking \$825,000. (Stiship)

CONTACT RON MORGENTHAU



1989 43'5" CHEOY LEE PEDRICK

Immaculate high performance cruiser. ALL NEW! 'Aristo Blue' Awlgrip hull, electronics, Trace Inverter, 2-800 Inverters, 20 eng. hrs. since MOH '93, Adler Barbour ref. Princess 3 burner propane, Panasonic microwave, Divorce forces sale. Asking \$123,000. Call the 'Solo Circumnavigator'.

CONTACT REYN DODD



1986 MASON 64

'Around the world or family island cruising'. Best value in a late model offshore design ruggedly built and equipped to sail short handed. Electric stoway mainsail and winches. Classic Al Mason styling, 3 roomy stateooms plus navigation center w/quarter berth. Spacious decks with very comfortable cockpit.

CONTACT DAVID WALTERS



74' HATTERAS CLASSIC MOTOR YACHT 1989

Ex. LAUDERDALE LADY is the most unique Hatteras cockpit motor yacht built. Totally custom interior. Features his & hers baths separated by Jacuzzi tub. V.I.P. full width guest S/R, extended main salon leads to fully equipped cockpit and a flybridge with every feature imaginable. Call for photographs on this breathtaking yacht.

CONTACT ANDREW CILLA



63' MASON 1982

Beautifully built w/teak interior by Ta Shing. This Al Mason designed cruising ketch offers a raised salon w/full viewing, 3 S/Rs, each with its own head & a comfortable 'all weather' cotr cockpit. Heavy construction & full keel ideally suited for bluewater cruising. Located Ft. Lauderdale. Asking \$365,000.

CONTACT ANDREW CILLA



70' HATTERAS MOTOR YACHTS - \$950,000 AND UP

1989	Lowest Price - Lying Europe - Seal	950K
1989	Low Hours - Trades Considered - V.I.P.	1,395M
1988	Custom Lacquer - Fresh Water - V.I.P.	1,430M
1989	Large All Deck - Split Stair - Extended Bridge	1,475M
1990	Freshwater - 5 Stateooms - V.I.P.	1,495M

CONTACT RON MORGENTHAU



76' ALUMINUM FLYBRIDGE MOTOR YACHT

Designed by Hargrave and built to high standards by Derector. Excellent use of space with three owner's and guests stateooms all w/en-suite baths. Spacious flybridge with safe, integral slide deck stairway. Complete refit winter '94 including exceptional paint job. Coast Guard certified for 55 passengers - lucrative charter business.

CONTACT PAMELA BARLOW



106' PALMER JOHNSON CUTTER 1993

This Ron Holland/Peter Beeldsma collaboration is the finest performance cruiser to be built in years. Low profile pilothouse allows for unimpeded visibility from helm. Renda In-mast furling mainsail, furling headsail etc. Beautiful interior joinerwork. Upper & lower salons. The ultimate blend of comfort & sailing ability.

CONTACT PAMELA BARLOW



50 VIKING MY'S 1990/91

There are presently four of these ideal 'family' yachts available. Featuring the most spacious layout in a yacht her size, she offers 3 large en-suite stateooms - 2 with walk-around berths, galley-up, full width salon, large all deck and a stand-up full-width engine room. Asking prices starting at \$625,000.

CONTACT RON MORGENTHAU



63' WINDSHIP 1983

Custom built with epoxy resin. Unique layout has 3 S/Rs with double beds plus crew's qtrs. for 2, walk-in engine room, full width salon and breathtaking natural wood interior throughout. A centerboard provides 6' draft, while a 3208 Cat diesel provides transatlantic range. Recent Awlgrip. Asking \$485,000.

CONTACT REYN DODD

Ft. Lauderdale, FL

Newport, R.I.

We support the preservation of our living reefs. Call us for information on how you too can help.

LITTLE HARBOR

YACHT SALES

A TED HOOD COMPANY



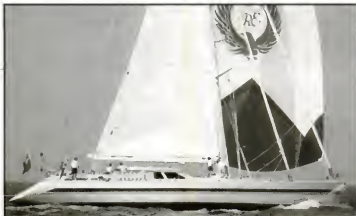
132' MASTERPIECE

Delivered to a world renown yachtsman, she is sadly offered. State of the art performance oriented cruiser. Speeds in excess of **16 knots** in safety and comfort!! Tremendous master suite plus 3 guest cabins. Exquisitely crafted with the best joinerwork and details too numerous to mention. CENTRAL AGENTS.



152' PERINI KETCH

This magnificent offering represents the biggest and best value on the market. Four (4) luxurious suites for owners and guests including an owner's den. Shorthand oriented with superb performance. Tremendous charter potential or the ideal world cruiser!



100' HOLLAND C&N

This cutter rigged beauty represents the **best buy** on the market in this size boat. Three staterooms including a massive owner's suite plus crew's quarters. Superb performance, moderate draft and exquisite styling. Offered in what appears to be mint condition. **SERIOUS SELLER.**



120' CENTERBOARD KETCH

Perini Navi Magnificence. An opportunity exists to complete construction in as little as 10 months vs. the conventional 18 months! Choose the layout, fabrics and interior joinerwork. Truly an opportunity to create a custom vessel. Project recently inspected by LHYS. Call for details!



91' WORLD CRUISING CUTTER

High tech fiberglass construction. State of the art acoustical engineering. This 1990 Windship provides 2500 mile range under power alone. Moderate draft, sloop keel and unique aft cockpit with opening stern door. Excellent detail and in beautiful condition. Turn key to set off tomorrow.



PALMER JOHNSON/ALDEN 105' CUTTER

Lovely 105-footer featuring shoal draft keel/centerboard hull design. Modern profile and protected steering. Three staterooms aft in owner's party plus ship's office. Great sailing vessel for world cruising. A 1984 yacht available at a very reasonable price.

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LITTLE HARBOR

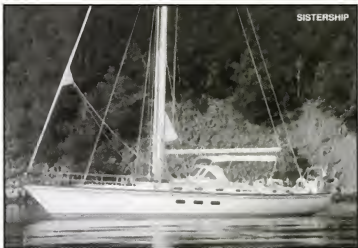
YACHT SALES

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LITTLE HARBOR 78

Stoway rigged ketch w/hydraulically operated masts, winches & headstay for easy handling at sea. Three spacious staterooms aft with crew and galley forward. Dual steering stations - one under cover. Shoal draft, keel/CB underbody, twin diesels and twin gens. Seriously for sale.



SISTERSHIP

LITTLE HARBOR 54, 1992

Best of the best describes this exceptional Little Harbor. Detail and equipment as good and as comprehensive as is possible. Captain maintained since new. Call for more details on this 3 stateroom masterpiece and you will want to see her. Located in Caribbean for this winter.



58' LITTLE HARBOR

Popular white bottom. Ted Hood designed center cockpit sloop. Combines excellent sailing characteristics with shoal draft and a roomy, luxurious interior. LAISSEZ-FAIRE must be seen to be appreciated. Easily handled by a husband & wife team. Available now far below replacement cost.



RENAISSANCE 50'

Designed by Bruce King and built in 1985 by Renaissance Yachts who produced the famous "White Hawk", "White Fin" and "Signa". Traditional, graceful lines with state of the art construction, engine & equipment. Center cockpit, roller furling, modern classic.



LITTLE HARBOR 52

First of the popular Little Harbor 52 series to be offered on the brokerage market. Shoal draft, white bottom designed cutter with comfortable 3 stateroom layout. Beautiful decor with outstanding teak joinery. 1991 model in new condition. PRICE REDUCED FOR QUICK SALE.



65' CUSTOM COCKPIT MOTORYACHT

Ray Hunt designed for fast yet economical cruising. Her knowledgeable owner has lavished special care on this superb four stateroom classic. Well worth your personal inspection if you are considering a yacht of this quality.



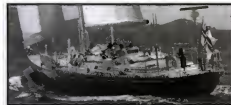
CONTEST 46 CENTER COCKPIT 1992

Three double cabins plus a roomy main saloon. Old world craftsmanship with state-of-the-art technology. Generator, air, watermaker, Stoway main and avian e bow thruster. All this in an affordable near flush deck sloop. Racant price reduction.



LITTLE HARBOR 50 AFT COCKPIT

Truly lovely aft cockpit Hood design. Three stateroom layout with a roomy main saloon. Beautiful cockpit with easy flow to galley and below deck accommodations. Updated equipment with new sails. A model rarely found on the brokerage market. Call for details.



CUSTOM SWAN 61

Simply a yacht with "no excuses". The finest and most detailed 61 ever built. Meticulously maintained and "Bristol". Equipment includes Rondal hydraulic furling, generator, air conditioning and shoal draft. Realistically priced.



TOLLYCRAFT 45

1993 cockpit motoryacht. Powered with twin CAT 3208TA's (only 100 hrs). Many custom features include blue Awigrip hull, teak cockpit, sun & bridge deck, gen, air, varnished trim, ash interior and complete electronics package. In better than new condition.



MASON 64

A magnificent 1988 yacht maintained by professional crew. This superbly finished yacht features elegant accomm. and head-turning lines. Her equip is extensive incl. Hood hyd. Stoway hydraulic headsail furling & winches. A rare opportunity to acquire a yacht of this caliber.

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Bowen's Wharf, Newport, R.I. and Seventeenth St. Causeway, Ft. Lauderdale, FL

85 JONGERT COCKPIT MOTORYACHT 1986



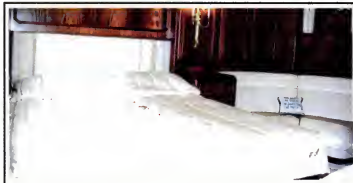
"Timefinder's" design is a blend of European styling combined with comfort features we have all come to expect. She is a perfect example of 85 magnificent feet of a Holland built luxury motoryacht. As with all Jongerts built during the last 40 years, "Timefinder" was delivered as a unique creation of her owner's custom requirements, including the most exquisite detailed craftsmanship and strong, long range performance which Jongert has made world renowned. Designed by the interior specialist, Peter Sigm, "Timefinder" was planned to the smallest detail and finished impeccably. All the interior joinery is of Mahogany and Teak providing for a lavish ambience.




"Timefinder" is a special motoryacht in every respect combining exclusive design and highest quality with a maximum of safety. Constructed of steel with an aluminum superstructure, and provided with the finest electronics available, she is ready to cruise the world.

All the woodwork and furnishings were specially designed and built for "Timefinder". Nearly 40,000 hours went into her interior alone.

Her long main salon is beautifully designed and decorated with antique bronze sconces, fine crystal glassware, Mahogany inlaid bar, hand made table and chairs, large recessed picture windows and French doors leading to the covered aft deck. The master stateroom has a large queen bed, three closets with doors that are even fitted with full length brass connecting rods preventing the doors from rattling in rough seas. The owner's bath is marble lined with a Jacuzzi, separate shower stall, full lighted vanity and a bidet. (A second Jacuzzi is located on her flybridge). Additionally, there are two forward guest staterooms each with private bathrooms, crew quarters and a main deck bathroom. Both the kitchen and adjoining dining area are of Teak & Mahogany. The cockpit is ideally suited for boarding a dinghy, stern docking, scuba diving or any water sport activity.

"Timefinder" is being offered fully found and ready to cruise the world. All she requires is someone who has an eye for beauty and a taste for the sea. Ron Palamara, Worldwide Central Agent.



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BOWMAN SCHOONER, MAJOR REFIT 1994

From the U.K., the finest in a world class, world-wide design & construction effort using a proven Doug Peterson hull, a versatile and easily managed rig, a renovation builder & interior designer and most recently, a massive, well coordinated refit by a first class team of craftsmen and an uncompromising owner. This beautiful yacht, under only her second owner since new, has always been conscientiously maintained. Her engine room is almost totally new, from her engine to her generator, watermaker, batteries & even freshly polished interior fuel tanks. The beautiful hand crafted interior has been enhanced by modification to her salon and a very desirable modern layout.



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An extraordinarily beautiful motoryacht built to large ship scantlings by a yard experienced with commercial standards. Five star luxury is upheld throughout every inch of this magnificent yacht. The incorporation of polished lines, a complete spectrum of the latest in technology of navigation and communication electronics, and a beautifully designed interior all contribute to a landmark accomplishment in yachting. Her multi-million dollar refit included the addition of a cockpit, all new teak decks, main engines and generators. Her topsides have been completely refaired and the entire exterior painted by a well known south Florida yard. Available at less than half the price of new construction (and no waiting).



61' HATTERAS 1986

This is the newest and by far the cleanest 61 presently being offered. She has all updated systems and electronics. Extensively equipped with every factory option plus many custom features including stabilizers, and a designer interior. Please call for a brochure.



90' BROWARD MOTORYACHT 1988

Designed for the individual who wants exceptional living quarters together with a legacy of exceptional boat building. Designer interior with European fabrics. Twin 1000 HP diesels, Northern Lights generators, stabilizers, extensive electronics and ship's inventory. Recent price reduction.



81' PALMER JOHNSON 1990

Exquisite pedigree quality in brand new condition is offered to a discerning sailor. One who can appreciate an excellent example of modern yacht design & superb craftsmanship. The magnificent Cherry interior is perfectly balanced with natural lighting giving a feeling of warmth & spaciousness. Circumnavigation equipped.



57' SWAN KETCH

Beautiful handcrafted Teak interior giving a warm ambience not usually found on new boats. Well known for her comfort without compromise and pure cruising pleasure, this sailing yacht is provided with an inventory meant for any world destination. Asking only \$315,000 (White Hull).



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Be pampered...enjoy and explore the exciting blue waters of the Caribbean, Bahamas and surrounding Islands. Let us plan that exotic vacation you have always wanted. Dine and relax at one of the many resort restaurants or under the stars. Please call Betty Green, Charter Agent.



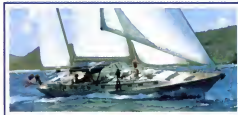
CHEEY LEE MOTORYACHT

This ruggedly built long range cruiser is designed and constructed to meet the needs of the demanding individual. Offering four staterooms, galley up with dinette area, large main salon which is open to an enclosed aft deck. Stabilized for cruising comfort. \$470,000.



51' BILL GARDNER DESIGN

A well maintained one owner boat. The owner supervised the entire construction and commission (log books available). Her meticulous owners have intelligently provided her with an inventory for an extended cruise, island hopping or comfortable liveboard. Master stateroom with queen bed, tub, shower and two guest staterooms.



68' NEW HORIZONS CRUISER 1987

An exceptional world cruising yacht from designer Stanley Huntingford with Aire-ex fiberglass. Generous dimensions & remarkable shoal draft capability (5' board up) result in a highly versatile yacht. 4 SRS + crew, large salon, fireplace, A/C, gens., washer/dryer, updated equip. Asking \$450,000.



53' CRUISER 1988

Custom interior design from knowledgeable owners who supervised entire construction, employing today's technology, including a state-of-the-art galley. She offers speed, comfort & stability. Her logs and maintenance records are available for inspection. Recent price reduction.

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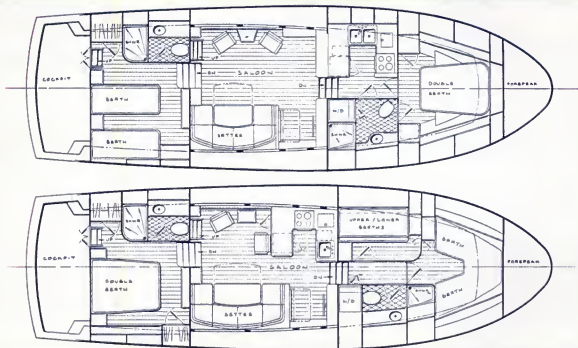




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DUEDE

A combination of John Alden design and built by the world renowned Danish craftsman, Walsted. A strong and fast, short handed family cruiser. Maintained in 1st class condition, upgraded as necessary. A "turn key" yacht ready to sail the world. Contact Owner's Central Agent for full details.



107' WORLD CLASS SAILING YACHT

An unparalleled and successful collaboration - Ron Holand, Pieter Beeldsnijsder and Palmer Johnson. True sailing performance, outstanding joinerwork, comfortable / functional layout. Call for details.



HINCKLEY 59

This magnificent cutter underwent a major refit in '93. Accom. for 8 w/a very large saloon. All modern equip. for short handed cruising incl. Stoway main, SEA-furl jib, elec. winches & bow thruster. Reduced, call for details.



SWAN 59

Rare centerboard version. Recent interior finish, upgrade by Alden Yachts. Stoway main, electric winches. 4 '93 North sails. Capt. maintained. Seriously for sale.



COCOON

66' McCurdy Rhodes designed ketch, built for comfort and speed by Palmer Johnson. Present owner has refit the boat completely incl. beautiful butternut interiors, new rig, decks, sails, and Awlgrip. Priced to sell.



LITTLE HARBOR 42

Maintained in top condition. Equip. with elec. Stoway main, roller furling jib, elec. self tailing winches. Complete elec. pkg incl. radar, autopilot, Ioran, B&G Hornet system. Call Owner's Central Agent.



76' STEPHENS COCKPIT MOTOR YACHT

1969. Aluminum. Features galley and saloon on main deck. Three staterooms plus crew. V-12-71's give 14 kt. cruise. New teak decks and refit in 1991.



ALDEN 50

Beautiful 37' LWL Alden 50. In "like new" condition. Only 375 hrs. on her engine. Recent Awlgrip. Interior looks like new.

SELECTED POWER

- 57' TOLLYCRAFT PH ('91)Twin BV92's. Low hours
- 53' DEFEVER ('88)Raised PH offshore cruiser. 375 Cats
- 50' OCEAN ALEXANDER ('88)Raised PH. Twin 375 Cats
- 46.6' BERTRAM MY "Estate Sale". Twin BV71T's rebuilt. Must sell
- 46' JARVIS NEWMAN ('87)Classic D.E. 650 hp GM. 17.5 kt. cruise
- 46' GRAND BANKS ('86)375 Cats. Galley down. Low hrs.
- 46' HATTERAS ('78)Convertible. Twin BV71 T's. Low hrs.
- 43' HATTERAS MY ('85)Twin Cats. Enclosed aft deck
- 42' GRAND BANKS ('86)Twin 210 Cats. Best available
- 42' HUNT ('87)Sedan. Flybridge. Hurry!



36' SEDAN CRUISER

1994 John Williams built classic Downeast cruiser. 375 hp Caterpillar cruises 16 kts. tops 23. Beautiful Herreshoff interior. Magnificently executed. Available at far less than replacement cost. Hurry!

SELECTED SAIL

- 84' BOWMAN ('84)D. Peterson schooner rig. Sips. 8. Nice
- 58' ALDEN ('78)Boothbay Challenger ketch. Stoway main & mizzen
- 56.6' BRISTOL ('85)Ketch rig. Elec. winches. Exceptional
- 53' LITTLE HARBOR ('88)Last bil. Total refit '93. Magnificent
- 47.7 BRISTOL ('86)70 hp diesel. Elec. Stoway. Very well equipped
- 46' ALDEN ('86)Cherry at. Elec. winches. Rigged for performance
- 45' FRERS/CARROLL MARINE ('91)Genvia. Elec. winches. \$239,500
- 44' ALDEN CUTTER ('80 & '84)2 sail. MK 1 & MK II. "Alden" cond.
- 42' OCEAN CRUISING ('82)H. Hinckley designed Stoway. Ash int.
- 41.1' BRISTOL ('84)C cockpit. Stoway cutter. Very low hrs.
- 41' SIGMA ('84)3 cabins. Strong OS, Lloyd's hull



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Windship 72

Designed by O.H. Rodgers

Built of biaxial and triaxial laminates, vacuum bagged epoxy hull, with teak decks, by Windship Yachts, Tampa, Florida

Commissioned 1986

Cutter rig

Length overall	78 ft.
Length on deck	72 ft. 1 in.
Length on waterline	59 ft. 5 in.
Beam	18 ft. 9 in.
Draft	6 ft. (board up) 16 ft. (board down)
Displacement	89,000 lbs.
Ballast	33,000 lbs
Sail area	2,380 sq. ft.
Cruising spinnaker	4,800 sq. ft.
Full speed under power	10 knots
Cruising range	3000 miles at 8.5 knots
Fuel capacity	1000 gallons
Water capacity	500 gallons



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52' MONTE FINO. Compare to Riva or Mochi at half the price. Caterpillar power, excellent handling, layout and finish - a chance to get into a prestigious FINO at a delivered price of only \$360,000.



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67' MONTE FINO. Brand new model with 18' + beam, M.T.U. powered, four large double cabins, each with own head, perfect charter potential, smaller sister model shown. Introductory pricing \$845,000 Ft. Lauderdale.

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65' TWIN DECK MOTOR YACHT BY KHA SHING. Quality fiberglass cruiser, four staterooms, Caterpillar diesels, Northern Lights, "zero hours" built late 1991 finished to your specs, and delivered East or West coast for price of \$650,000, hurry!



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utilize full beam for extraordinary spacious-
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**Yanneke Ocean 80 Custom
Ketch on Doug Peterson
hull. Total refit completed
1994 includes 5-yr. war-
ranty on hull coating. Ex-
tensively equipped for
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BOLLMAN YACHTS



105' ALUMINUM COCKPIT MOTORYACHT - 1981

U.S. built by Poole-Chaffee. 25'6" beam provides spacious interior with a huge saloon/dining area. 4 double staterooms plus crew. Large flying bridge with lots of toys. Stabilizers. Transatlantic range. One of the finest of her size anywhere! Contact Kent Hill, Central Agents.



50' FLORIDA BAY COASTER - 1991

North Sea freighter yacht design, steel hull, 7/Perkins diesels, 4' shoal draft, 15KW & 4KW generators. She sports new Awlgrip and full electronics. Excellent liveboard with dishwasher, W/D, and Jennair grill. You must see to believe! \$450,000 Contact A. J. Bush, Central Agents.



52' ANKON - 1989

Pilothouse world cruiser, steel hull and composite deck, beautiful condition, great interior with light woods and oriental styling, full electronics, generator, 2 wind generators, solar panels. Located at our docks. Asking \$295,000. Contact Jeff Erdmann, Central Agents.



114' ALUMINUM COCKPIT MOTORYACHT BY BREX - 1970
4 doubles plus crew. Huge flying bridge. Excellent layout. Full width walk-in engine room. Twin CATs, twin generators. Transatlantic range. Seriously for sale. Contact Kent Hill, Central Agents.



68' ULTRA YACHT

No expense was spared in this very special yacht. All hydraulic Randa roller furling, hydraulic winches and large bow thruster make her a breeze to singlehand. A full complement of state-of-the-art electronics. Backups for almost every system. All the comforts of home. 4 double staterooms w/centerline queen. Contact Jeff Erdmann, Central Agents.



60' HATTERAS - 1989

Hatteras quality at its finest. Beautifully equipped and ready for extended cruising. 1000 hrs. on 892TAs. Twin generators, 600 GPD watermaker, Naiad stabilizers, oversize windlass, ground tackle and converter for European voltage. Well maintained & ready to be sold. Contact Brian Long, Central Agents.



110' LONG RANGE U.S. BUILT TRAWLER

Mothership capable. 10,000 gals. fuel, 11kt. cruise. 4 double staterooms, gymnasium, large pilothouse, commercial galley, two 60KW Cummins generators. Bow thruster, 10 ton crane, chocks for 3 tenders up to 28' on huge aft deck. Fish equipped. Recently reduced. Contact David Henry.



55' GUY COUDACH - 1986

All fiberglass. Very high quality 18 knot cruise, 600HP GMS. 3 staterooms. Particularly good seaboard. Low profile gunboat hull. Beautiful buried wood interior for the connoisseur. Contact David Henry, Central Agents.



75' KNIGHT & CARVER - 1981

Fiberglass. Long range (9000 mile) motoryacht built to be independent of the shore for long periods. Extensive backup and support systems. An exceptional yacht. Reduced to \$695,000 for quick sale. Contact Pete Bollman.



45' FREEDOM - 1992

Carbon fiber mast. Center cockpit. Liferaft, generator, A/C, autopilot, great electronics. Max prop, holding plate refrigeration. Too much to list! Price drop. Asking \$329,000. Contact Pat Livingston. Central Agents



44' ISLAND GYPSY MOTOR CRUISER - 1987

Spacious custom yacht by Kong/Halvorsen features 2 staterooms w/centerline queen. 1/375HP CATs, 12.5KW Westerbeke, A/C, Naiad stabilizers, watermaker, W/D, excellent electronics, gorgeous blue Awlgrip hull, pipewelders half tower. \$279,000. Contact A.J. Bush, Central Agents.

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"NETANYA II"

105' ALUMINUM COCKPIT MOTORYACHT
AMERICAN BUILT BY POOLE-CHAFFEE IN 1981



Constantly upgraded. 4 double staterooms plus crew. Transatlantic range with a terrific history of many passages. The draft of only 6'6" permits wonderful access to shallow water while the wide beam of 25'6" gives her interior lots of spaciousness. Toys include: a 20' runabout, sailboard, jet skis, and even skeet shooting gear.

Upgrades in '94 include a complete paint job, new furniture, new decor below, and updating of electronics. Coast Guard Certification was also applied for.

Certainly "NETANYA II" is one of the most comfortable, safe, and attractive yachts ever built in this size. Please call KENT HILL for brochure and listing specifications.

"GRAND NOCEANS"

60' WIDEBODY MOTORYACHT
BY KHA-SHING 1989



Attention to detail and superb maintenance separate this motoryacht from the crowd. She has a beautiful custom designer interior. The construction was supervised by the owner with a full time, on-site representative.

The full 18' beam provides enormous living space

and a huge bridge deck. "GRAND NOCEANS" has an on-deck galley, an on-deck powder room, large formal dining area, and 4 staterooms, each with an en suite head. The JT892TIB engines give her a reasonable turn of speed and the electronics are exceptional.

Contact PETE BOLLMAN. Central Agent

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72' BURGER RAISED PILOTHOUSE MOTOR YACHT

An exceptional vessel offering the utmost in quality, comfort and style. She boasts a uniquely elegant interior and has always been considered to be one of the classiest Burgers! She was heavily built initially and extensively rebuilt in '92 including plating, machinery, engineering and decor. A very special ocean-going yacht that is meticulously maintained, turnkey and a pleasure to be aboard. Contact JODY O'BRIEN for further details on this outstanding opportunity.



OCEAN 71' KETCH

Opportunity to acquire a legendary design that offers low maintenance, excellent seakeeping qualities and is easily handled. Meticulously restored on no-expense spared basis and nearly ready-to-go. Family illness forces a sacrifice sale!



67' RON HOLLAND CUTTER

High quality contemporary design with an elegant interior. Easily handled due to full hydraulics and stowaway. VERY SERIOUSLY FOR SALE AND UNDOUBTEDLY THE BEST BUY IN THIS MARKET! AN EXCEPTIONAL VALUE!



1990 BENETEAU FIRST 51

This rare model offers a custom triple spreader rig as well as a shoal draft wing keel. Three staterooms, plenty of electronics and excellent performance. First class condition including fresh awlgrip on mast and topsides. Offered by original owner.



55' TAYANA CUTTER

One of the finest values in a ready-to-go cruising boat. Features include a centerline queen master stateroom, elegant teak joinery plus two ensuite guest staterooms. Fully battened main, generator, watermaker, etc. Superb maintenance.



FOR DETAILS ON THESE AGGRESSIVELY PRICED YACHTS:
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LOA: 117'	Fuel: 10,000 Gal
Beam: 26'	Speed: 14 kts max
Draft: 7' 6"	Design: Delta Marine

BUILT TO LAST A LIFETIME

We are proud to have coordinated the design and construction of the above motor yacht. This CLASSIC vessel with a beautiful, traditional interior is being built for a most knowledgeable and exacting yachtsman whose criteria was a low maintenance, reliable world cruiser built out of solid fiberglass, comparable to the quality and integrity of the finest Dutch shipyards. To date, this project is 2 1/2 months ahead of schedule and has far exceeded the owners expectations in terms of quality, design, engineering and management. For specifications and plans, please contact PENNY PARROT.

LOA: 151'	Fuel: 20,000 Gal
Beam: 30'	Speed: 14 kts max
Draft: 8' 4"	Design: Delta Marine



EXCEPTIONAL QUALITY, STRONG AND SEAWORTHY

Built of solid fiberglass for strength and low maintenance, the above vessel is the shipyard's most recent design due to be delivered in '96. This yacht can be built with a large fishing cockpit or be increased in size up to 165'. If your interest lies in building a custom, high quality, solid fiberglass yacht, there are several designs available from 100' - 165'. Please contact PENNY PARROT.



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**Dedicated to your enjoyable
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140' (42M) DENISON 1990 "MISS TURNBERRY"

An intelligently laid out superyacht. Receiving constant improvement, she has become a truly reliable long distance/charter yacht available today. Having completed one Transatlantic crossing and virtually continuous flawless use over the last 20 months, HER RELIABILITY IS NOW A PROVEN FACT. With Arneson surface propellers and 2800 hp Caterpillar diesels, she cruises all day at 17 knots. She features a complete sophisticated electronics package. Five massive staterooms below and a 6th study/stateroom on the main deck decorated in beautiful teak panelling with holly highlights. Her salon is extremely large and restful. She entertains beautifully with a private midship dining room, full service bar aft deck and flybridge. A large fish/swimming/diving cockpit completes the ideal package. Having received new paint and maintenance last month, she is ready to go. **WORLDWIDE CENTRAL AGENT.** Call Florida office.



93' (28.3M) BROWARD FLYBRIDGE MOTORYACHT "JOLINA"

The only Jon Bannenberg designed Broward, her contemporary profile combined with her long range ("trans-oceanic") capability, twin 3412 Caterpillar engines, offer a true ocean going Broward. Her four stateroom interior is lavishly done, including four jacuzzis. Her full width Main Salon is classically elegant coordinating marble, ostrich and ash finishes with padded silk and ash walls. Blending modern design with traditional Broward quality, "JOLINA" is as comfortable as she is beautiful. **WORLDWIDE CENTRAL AGENT.** Call Florida office.

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160' (48.5M) NEW CUSTOM SUPERYACHT "DRAGOMAR" 05/90

Want a spectacular NEW yacht? Want a guaranteed safe and reliable proven performer? Wait no more! This regal lady performs flawlessly. 22 knots at 85% power. Meticulously designed by her engineer owner. This transatlantic, certified ABS class yacht is the only yacht ever built receiving **GOLDEN MALTESE CROSS R.I.N.A.** classification. Superior seakeeping abilities due to her deep V hull. With features like hydraulic swim platform (beach), "alfresco dining" on her upper aft deck, beautiful Italian wood interior lartr, sumptuous yet modern elegant salon, private dining salon, huge owners Stateroom O deck and 5 guest rooms below, she is awesome. With her super large skylounge as flying bridge (complete with jacuzzi), bow garage for dinghies, she is even more impressive and ready for immediate delivery. **WORLDWIDE CENTRAL AGENT - CO** European or Florida office for details.



116' (35.35M) 1993 AOS COCKPIT MOTORYACHT "MARGAUX"

This All American, one of a kind, luxury cockpit motoryacht garners "rave reviews" from everyone who boards her. "MARGAUX" was built by Advanced Ocean Systems (AOS) (Fort Lauderdale and engineered to perfection by Gary Grant. Her interior fit and finish is flawlessly combined with added safety features such as curved safety glass on windows, watertight bulkheads, totally inspected welds, back-up pumps for all bilge and tire systems. The plumbing, wiring and hydraulics are of unparalleled quality. This year's recipient of the prestigious **"Most Innovative Yacht of the Year"** award in Monaco. Her quality is now legend. She features three quiet and luxurious staterooms, a full beam main salon with separate areas for socializing and full surround sound theatre area, private dining salon, comfortable open air aft deck for "alfresco dining" and large flybridge for sunning, not to mention the convenience of her swimming/diving/fishing cockpit! cruise speed of 28 kts. **FOR SALE OR CHARTER - (ALL CONFIRMED CHARTERS GUARANTEED) - WORLDWIDE CENTRAL AGENT.** Call Florida office for details.

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Robert H. Offer • Elisabetta Fecia Di Cossato • Capt. Paul G. Canavan • Samuel S. Connor

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105' (34.4M) K2A 1994 SAILING YACHT "APACHE"

The culmination of over 30 years of yacht building and yacht ownership experience by the renowned yachtman, Michael Belfort. Using the latest developments in production, with the most sophisticated equipment available, welders schooled at the prestigious Chantiers de l'Atlantique, and a team of veteran technicians, "APACHE" represents the pinnacle of craftsmanship and sailing performance. She is well laid out with four owners staterooms, a large salon and galley, all finished in the finest wood veneers, the softest leather, making "APACHE" worthy of consideration by the most discriminate purchaser who wants only the very best. **WORLDWIDE CENTRAL AGENT.** Call European or Florida office.



82' (25.0M) POOLE MOTOR YACHT "G-GODDESS"

Unrivaled by any yacht in her class, designed by Jon Benhamberg, "G-Goddes" must be seen to be truly appreciated. She has an elegant Main Salon with Lalique and Baccarat crystal sculpture with adorning fully enclosed aft deck which offers alfresco dining and a sunken wet bar, aft is a fishing/swimming diving cockpit. Two VIP staterooms below are spacious and luxurious with king beds and the on deck Master also features a Jacuzzi tub. Up top is a huge hybrid/sunbathing area. She is strong and safe having made several ocean crossings. She does it all! **WORLDWIDE CENTRAL AGENT.** Call Florida office.



108' (32.31M) BROWARD COCKPIT M/Y "ESPRIIT"

Here is a contemporary, well-engineered cockpit motor yacht that "does it all!" From the large fishing/swimming/diving cockpit to an open air aft deck, large salon, private dining saloon/meeting room, on deck galley, enclosed pilothouse, comfortable bridge deck lounge, unique crown/steer control tower. She is lacking nothing in the area of entertainment, comfort, and/or functionality. Her three massive staterooms and lounge areas are tastefully decorated in blues and earth tones. All new paint, 60 KW generators and A/C allow us to say, we know no finer value in the world for sale in a yacht of this magnitude! **FOR SALE OR CHARTER. WORLDWIDE CENTRAL AGENT.** Call Florida office.



124' (37.79M) 1988/1993 BROWARD M/Y "SEABIRD"

Truly a world class Broward, this stunning cruiser was completely refitted in 1993 including total paint, all new interior by Dee Robinson and new GM 16V52TA's. Her accommodations include a luxurious on-deck Master and four roomy staterooms below. Her newly refurbished main salon is truly massive. The flybridge has lots of sunning space and her aft deck is the perfect place for "alfresco" dining. She's a very versatile 20 knot cruise example of America's most popular yacht. **OWNER'S AGENT.** Call Florida office.



130' (39.62M) 1995 CUSTOM FIBERGLASS MOTOR YACHT

This custom 130' tri-deck fiberglass motor yacht includes a full beam on-deck Master Suite plus four VIP size guest staterooms. Scheduled for April 1995 delivery, she will cruise at speeds up to 27 knots with her 16V-149 Detroit DDEC engines. At this time you may still choose your own interior, electronics and toys. "Have it your way with no wait." **OWNER'S AGENT.** Call Florida office.



101' (30.7M) BROWARD MOTOR YACHT "PRINCESA DEL MAR"

A very special yacht, practical yet sumptuous. Decorated and fitted with the finest leathers, suedes, silks and woodwork, PRINCESA DEL MAR has a very liveable layout with perhaps the largest aft deck entertaining area of any Broward highlighted by an overseas jacuzzi hidden under her teak deck. Each of her three oversized staterooms will provide a quiet comfortable oasis. It is hard to imagine anything this yacht would need in terms of equipment, she has it all (jet skis, windsurfer, scuba, etc.) She is a jewel. Easy to see in Ft. Lauderdale. **WORLDWIDE CENTRAL AGENT.** Call Florida office for details.



172' (52.30M) 1986 BENETTI CONCEIVED MOTOR YACHT "DARNICE III"

Seriously for sale, this magnificent Transoceanic Superyacht was carefully designed to be, in fact, "overbuilt". Her hull equipment and design far exceed the safety standards of Bureau Veritas, ABS and RINA. All of this surrounds 8 elegantly appointed staterooms (sleeping 16), a private owner's study, huge skybridge, covered mid-level spacious aft boat deck, formal dining salon, huge main salon and aft deck bar game room. Up top is an impressive (108' - 33m) sundeck complete with swimming pool, full service bar and heavy helicopter landing pad. The decor and all the fittings are of the finest available in the world. **OWNER'S DIRECT AGENT.** Call Florida office.

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149'45m OCEANCO HAKVOORT - 1994

Formidably constructed of aluminum, this ABS-A1 AMS classed MY offers speeds to 26 kts w/full transoceanic capacity. Replete w/6 cabins + crew, skylounge with large air fresco dining area, & a spectacular sun deck, she stands out as one of the most uniquely comfortable & flexible designs of the year. A definite world class value ready for immediate delivery!



85' ALUMINUM FEADSHIP CMY

Offered by exceptionally motivated sellers, was extensively refit in '91 - including new MTU 8V396TB engines (1370 hrs). Palm Beach cond. Elegant teak interior, full beam master, enclosed bridge w/lounge area, stabilizers, 3 s/r + crew. Ask \$2.5M/offers.



112'34m HATTERAS CMY - 1992 - FIBERGLASS

The first of the renowned 112' Hatteras mega-yachts to come on the brokerage market. She's fast (25 kt cruise), elegant and a great sea boat. Exceptional layout features a full beam master, aft deck, 2 queen and 1 twin guest s/r's, formal dining salon, large CP w/euro-transom. Ask \$5.8M/offers.



92'28m ITALIAN FIBERGLASS MY - 1994

Built in Viareggio, from molded fiberglass, to ABS specs, with Deutz V12 engines (75 hrs). Elegant styling - inside & out, with 22 kt cruising speed, full beam master & VIP guest + two double guest s/r's. Located Florida. Very keen sellers.



53' SEATON DESIGN LONG RANGE TRAWLER

Constructed from steel in the U.S., this little "ship" is a passenger/cruiser's dream. Substantial '92/'93 upgrades. Single Cummins 215hp w/25hp. Westmar bow thruster w/separate engine that doubles as a "come home" engine. 3000 mi range. 2 gens. Ask \$595K/offers.



85'25.9m TEMPEST MY - 1989

Comfortable 4 stateroom + crew layout w/formal dining salon, on-deck powder room & open aft deck! High quality equip features 1000 hp Cat 3412's, 2-30kw Northern Lights gens, super electronics, stabs & bow thruster. Very motivated. Ask \$1.65M.



64' DERECKTOR YACHTFISHERMAN

Quality aluminum construction with beautiful teak interior & dependable 12V71T's. Stabilized 1700 gal fuel, 3 s/r's w/ensuite heads + crew. Excellent cond & electronics. Owner wants immediate offers - call for details.



81' PALMER JOHNSON SLOOP - 1990

Constructed for extended comfortable cruising combined w/good performance. Built of aluminum w/teak decks. The interior is traditionally finished w/joinery seldom seen on modern sailing boats.



59' HINCKLEY SOUTHWESTER CUTTER - 1984

Beautifully maintained centerboard. Equipped with the finest equip including full stowaway sail system. This yacht has outstanding performance & incredible sea keeping qualities. 2 very large s/r's + large salon. Ask \$745K.



54' GULFSTAR SAILMASTER 1966

One of the finest production motorsailers ever. Built w/twin diesel engines & a complete stowaway sail system easily operated from a fully protected cockpit. Beautiful 3 cabin teak layout. One owner boat kept in first class condition. Ask \$399K.



52' IRWIN STOWAWAY KETCH

The most popular model for liveaboard cruising. Kept in 1st class cond by owners. Very large aft s/r + 2 guest cabins. Bright & roomy salon w/all the comforts of home. Highly recommended. Ask \$225K. Other Irwins available include the 54' and the 65'.



42' ENDEAVOUR CENTER COCKPIT SLOOP

A yacht easily handled by 2. Comfortably equipped w/aft & gen. 2 large private s/r's w/two toilets & showers. Equipped for extended cruising w/good electronics & safety pkg. 2 yachts available, one in Florida & the other living Texas. From

72' DEERFOOT Fast	\$450,000
64' MASON 88 Ketch	\$595,000
57' BOWMAN 82 Ketch	\$335,000
54' IRWIN 90 As new	\$385,000
51' SWAN immaculate 82	\$309,000
50' GULFSTAR Ketch	\$119,500
49' HALLBERG RASSBY Ketch 85	\$289,000
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48' CHERUBINI New Refit	\$330,000
46' IRWIN 83 Excellent	\$130,000
45' BRISTOL Slowway sails	\$199,000
45' FREEDOM As new	\$345,000
44' MORGAN 90	\$145,000
44' LITTLE HARBOR 84 Sloop	\$245,000
44' GULFSTAR Loaded	\$144,000
44' HYLAS 85 (3)	\$195,000
43' MORGAN 85	\$115,000
41' MOODY Three cabins	\$119,500
39' O'DAY 88 Aft cockpit	\$ 79,000
38' ISLAND PKT Like new	\$159,000
36' FREEDOM 87	\$ 84,000
36' NONSUCH As New	\$110,000

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105' BROWARD MY '94. 4 S/R layout w/huge main salon 3 enormous open aft deck. Extra-transom. All cap. rm. Aft round decks 18kts cruise/23 max. Call ERIC WILLIAMSON.



95' ADMIRAL MY '89. Top quality fiberglass construction. 5000 mile range. New to market! For complete details, Call GIOVANNA GALLOTTINI.



91' BROWARD CMY '83. Open aft deck. Orig cockpit, 18 kts. cruise. Contemporary interior, formal dinette, 3 S/Rs. New 40 Kw gens. Call ERIC WILLIAMSON.



30' HATTERAS CMY '85. Over \$1.2 million retail '93/94. Fabulous interior. Equipment & amenities too numerous to list. Brochure available. Call TOM POWER.



66' CHEDY LEE LRC '90. Newest, most beautiful & best equipped widebody ever built! Realistically priced for quick sale. (s/s photo). Call NICK STANLEY.



65' HATTERAS FBMY '88. Low Hours. Galley up, white ash, 4 S/Rs. Freshwater yacht. Offers wanted! Lowest priced 65' MY on mkt. (s/s photo). Call CHARLES BLICKLE



55' BRADFORD PASSAGEMAKER. New construction! All aluminum, full displacement, trans-Atlantic, "little ship". Attractively priced. Call NICK STANLEY, Project Manager.



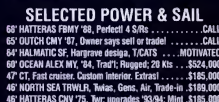
62' PACEMAKER FBMY '75. T/8V71s, 3 double S/Rs + crew. Great for cruising & liveaboard. Motivated seller. Offers wanted. Call CHARLES BLICKLE.



50' SEATON. Highest quality. US built steel LRC. Spectacular Queen Master. Office. Walk-in ER. 1990 const. Passage ready. Call CLAUDETTE DELANDOEY.



46' NORDHAVN '89. Reduced! Fully equipped. Too many options to list! Articles written in numerous publications. Very low hrs & a very anxious owner. Call BARB TIERNEY.



62' PACEMAKER FBMY '75. T/8V71s, 3 double S/Rs + crew. Great for cruising & liveaboard. Motivated seller. Offers wanted. Call CHARLES BLICKLE.



40' CRANCHI EXPRESS '95. 1st time on American market! Rave reviews at Ft. Lauderdale Boat Show. Fully equipped w/gen, A/C, electronics, Volvo dies, 2 S/Rs. CALL FOR DETAILS.

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68' HATTERAS FBMY '88, Perfect 4 S/Rs CALL
65' DUTCH CMY '87, Owner says sell or trade! CALL
64' HALLMARK SF, Hurricane design, T/CATS MOTIVATED
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46' NORTH SEA TRWL'R, Twin, Gens, Air, Trade-in \$189,000
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42' NAUTIQUE FB CMY '86, Fresh bottom palat MUST SEE
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Baltic 55
Year: 1989
Name: Paper Moon
Location: Miami, FL
Design: Doug Peterson

Also two Baltic 51's available \$275K
Keel/cntr board Portsmouth, RI
Standard keel Sausalito, CA

Contact Baltic Yachts USA

Baltic 48's
Year: both 1988
Name(s): Denales, Fury
Design: Doug Peterson

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Fury: Loadall! Perfect in
every respect. \$465K
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Denales: Little use. Lots of loving
care by owner. Race and cruise
equipped. Marina Del Ray, CA
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Baltic 47 NEW TO OUR FLEET!!!
Design: Jude/Vroljik

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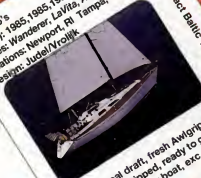
New model, Race, Cruise. Go the
distance. Alt. deck and cabin
layouts. Customize to your
precise specifications.

Fast Light Shift

Baltic 35's

Year(s): 1985, 1985, 1988
Name: Wanderer, LaVita, Aces Wild
Location: Newport, RI Tampa, FL Chicago, IL
Design: Jude/Vroljik

Contact Baltic Yachts USA



Wanderer shoal draft, fresh Awlgrip \$138K
LaVita cruise equipped, ready to go \$115K
Aces Wild fresh water boat, exc. cond. \$119K

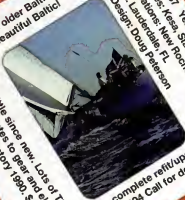
Baltic 43's
Year(s) both 1987
Name: Finntastic, Falcon
Location(s): Sausalito, CA Westbrook, CT
Design: Jude/Vroljik

Finntastic One owner, extremely
neatly cruise equipped, prof.
maint. perfect cond. \$295K



Falcon Call for complete
details \$295K

An older Baltic is a
beautiful Baltic!



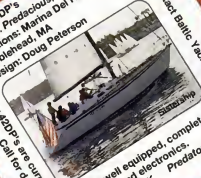
Baltic 37 Year(s): 1981, 1982
Name: Keesa Starline
Location: New Rochelle, NY
Design: Doug Peterson

Starline Little since new. Lots of TLC.
Consistent updates to gear and electronics.
New cruising inventory 1990 \$118K

Kesa complete r/h/updates
1982 - 1994 Call for details \$106K

Baltic 42DP's Year(s): 1982, 1984
Name: Predacious, Predator
Location: Marina Del Ray, CA
Design: Doug Peterson

Other 42DP's are currently
available Call for details.

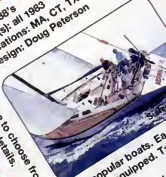


Both are well equipped, complete
inventories and electronics.
Predacious \$170K Predator \$180K

Contact Baltic Yachts USA.

Baltic 38's
Year(s): all 1983
Location(s): MA, CT, TX
Design: Doug Peterson

Three to choose from.
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uniquely equipped. T
serious look.
Range: \$119K - \$1



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1989 WINDSHIP 80

Dual station/Stayway performance Sloop. State of the art hydraulic furling, winches and thruster provide simple handling with designer four stateroom interior. An excellent blend of top performance, sumptuous accommodations and elegant detailing.



1990 CUSTOM 81' PALMER JOHNSON/FRERS
world cruising sloop. This is a powerful sailing yacht, easily managed short-handed - with a finely crafted 3 stateroom interior by John Munford. Just completed 36,000 mi. circumnavigation - in perfect shape, ready to go again.



1988 SWAN 61' CENTER COCKPIT SLOOP

Offers spirited Nautor performance with easy to handle Rackmann stayway rig. Center cockpit layout allows a sumptuous full-width Owner's stateroom; plus two guest S/Rs and crew quarters. Fully equipped for world cruising - perfectly maintained.



1984 HINCKLEY SOU'WESTER 59 CUTTER
Beautiful, offshore equipped, all the amenities, great detailing, ready to go anywhere in absolute comfort. Asking \$795,000



1986 HINCKLEY SOU'WESTER 51' SLOOP
with custom ash interior, stayway mast, electric winches, inner forestay, teak decks, etc. 2 cabin layout with berths for 7. Excellent condition.



1992 FRESHWATER SOU'WESTER 42' SLOOP
Kevlar/E-glass hull & deck, 10 sails, 9 winches, Autopilot, Loran, SSB, VHF, Ockam pkg. Excellent condition. Offered well below replacement at \$475,000.



1983 HUNT DESIGN 65' OFFSHORE CRUISER
Perfect for family cruising without crew and thoughtfully engineered by experienced owner for low maintenance and independence for dockside power needs. Rugged construction, a sailor's powerboat.



NEW HINCKLEY TALARIA 42 FLYBRIDGE
Downeast Cruiser, with custom extended cabin, galley up & large salon area plus 2 comfortable staterooms down. Fast & quiet running with a Cummins 400 HP for 20 knots cruise. Crafted in varnished Cherry.



1988 GRAND BANKS 46 CLASSIC
2 stateroom with custom galley down arrangement. Twin Cat 3208 turbo for 15 knots top; 12 knots cruising speed. Excellent condition throughout. Located New England.

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1973 Hinckley Custom 53 Sloop.....	\$249,000
1985 Hinckley Sou'wester 51 Sloop.....	350,000
1976 Hinckley Sou'wester 50 Yawl.....	225,000
1973 Hinckley 49 Ketch.....	279,000
1967 Hinckley 48 Yawl.....	219,000
1977 Hinckley 43' Sloop.....	205,000
1985 Hinckley Sou'wester 42' Sloop.....	315,000
1983 Hinckley Sou'wester 42' Sloop.....	289,000
1968 Hinckley 41' Sloop.....	125,000
1986 Hinckley Bermuda 40 MK III Sloop.....	295,000
1978 Hinckley Bermuda 40 MK III Sloop.....	170,000
1969 Hinckley 38 Sloop.....	79,500

SELECTED BROKERAGE

1985 Thackway 92' Steel Ketch.....	\$ 1,950,000
1984 Little Harbor 78' Ketch.....	1,190,000
1985 Ocean 75' Ketch.....	690,000
1985 Camper Nicholson 58' Ketch.....	550,000
1989 Baltic 55' Cutter.....	645,000
1981 OC 52' Sloop.....	350,000
1987 Able 50' Custom Ketch.....	475,000
1984 Stevens 47' Cutter.....	265,000
1991 J-44 Sloop.....	285,000
1984 Seguin 44' Sloop.....	200,000
1979 Cherubini 44' Ketch.....	210,000
1990 Custom Paine 40' Sloop.....	335,000

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BROWARD

YACHT SALES



DAYBREAK, 105' 1993 Broward MY

Nominated for "Best Interior" by Showboat Magazine, DAYBREAK's interior by Marc Michaels is spectacular. With close to 9000 gallons of fuel and four large staterooms, this 105' has the interior size of many 120' motoryachts. The large expansive flybridge includes a jacuzzi hot tub, 2 motorcycles, Novaterania and 2 waverunners which are just a few highlights of this Euro-style Broward. Cruising speed is 20 kts with a top speed of 24 kts. Built to ABS standards she is in a class by herself. Priced for immediate delivery. **Worldwide Central Agent.**



PEGASUS, 130' 1991 Broward MY

Voted by Showboats Magazine as "Best Semi-Displacement Motoryacht" and nominated by International Superyacht Design Awards, this is the largest Broward ever built. With over 11,000 gals. of fuel, her triple engine 16V92 DDEC's cruise effortlessly at over 20 kts. Layout includes 5 staterooms, a formal dining area, skylounge with bar, elegant outdoor dining for 12 and sunning lounges. Also features complete electronics for worldwide passages including Satellite TV. Fully classed to ABS standards. New Sterling paint, PEGASUS is available for immediate delivery. **Worldwide Central Agent.**

Call now on these Browards

98' 1989 - \$2,950,000

98' 1991 - \$3,500,000

100' 1986 - \$2,500,000

100' 1992 - \$3,995,000

101' 1983 - \$2,200,000

103' 1990 - \$4,850,000

104' 1984 - \$2,350,000

104' 1987 - \$2,995,000

105' 1993 - \$5,995,000

105' 1993 - \$5,900,000

108' 1993 - \$5,995,000

112' 1990 - \$6,995,000

120' 1993 - \$6,695,000

124' 1988 - \$5,650,000

130' 1991 - \$9,449,000



DOUBLE EAGLE, 98' 1989 Broward MY

This desirable 20' beam series is equipped with Twin 3412 Cat engines, Twin 50KW generators and has a meticulously clean engine room. DOUBLE EAGLE's features include three staterooms plus crew, a large aft deck with reverse transom, and exquisite Italian light cherry wood interior throughout. A very serious seller! **Owner's Agent.**



SIRIUS, 92' 1987 Broward Motoryacht

Powered by 1050HP 3412 Cats and ultra quiet Northern Lights generators. She features three staterooms plus crew. SIRIUS was custom built for a very knowledgeable owner that insisted on quality and quiet operation. The interior is a masterful blending of light oak wood, travertine marble, leathers and etched glass. SIRIUS shows as new. Must be seen. **Worldwide Central Agent.**



LADY COLETTE, 98' 1985 Broward MY

Features 3 large staterooms, spacious salon with a full service bar and forward dining area. The roomy aft deck features a dining area, bar and beautiful circular stairway to the bridge. Lady Colette represents a unique opportunity to acquire a 98' Broward substantially below market value! Asking \$1,895,000. Located in Ft. Lauderdale. **Worldwide Central Agent.**



TAKASHANE, 90' 1987 Broward Motoryacht

Powered by GM 12V92's 1050 HP - TAKASHANE offers a spectacular three stateroom plus crew layout, designer interior and excellent mechanical condition thanks to an owner that has spared no expense and a very knowledgeable crew. Offered for sale due to the owner's desire for a larger Broward. **Worldwide Central Agent.**

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108' CLASSIC FEADSHIP



LADY ESTELLE provides luxurious accommodations for 6 owners & guests in 3 large state-rooms each w/en-suite baths. Her deck study will convert to a fourth stateroom. During a nearly 2 million dollar refit in 1989/90 Lady Estelle underwent a striking facelift & her hull & machinery were upgraded to strict **Feadship** standards. Recently painted in awlgrit & w/numerous upgrades completed, Lady Estelle is arguably the finest **Feadship** available. To arrange a discreet showing or for specifications and video contact: **HMV Yacht Sales, Worldwide Central Agents.**

WORLDWIDE CENTRAL AGENT



LUISAMAR, a 1994 65' Azimut has the **Pininfarina** styling offering a splendid mix of luxury, comfort and reliability. Her sleek lines depict Euro-styling at its best including the low profile hull, raised bulwarks, walk-around decks, and easy access to swim platform. Added features include 2 gensets & a highly customized interior. Powered by 1100HP MAN's w/Arneson drives she effortlessly cruises at 28 knots. Asking \$1,650,000.

63' OF EXCELLENCE



SEA ANGEL is the cleanest 1990 63' Viking extended aft deck MY on the market. She has enjoyed excellent maintenance & professional care since inception. Features include an opulent master suite with private access, 2 luxurious guest suites, captain's quarters, a huge salon, fully equipped galley, watermaker, extensive electronics, 2 gensets, low hour 12V711A's & stabilizers. Bring off offers. Asking \$995K

50' OF COMFORT



TAMACA is a 1990 50' MY powered by 8V92's that is stable, sized & has all the amenities usually found in a yacht much larger including large galley with dinette, 3 s/r's, 3 heads and large aft deck and hydride. Asking \$669K
WO NAME is a 1991 50' MY that was a Factory Demo and must be sold. With 8V92's and 3 s/r's the opportunity to purchase this like-new yacht cannot be missed. Asking \$699K



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98' CUSTOM MY 1993



This luxurious custom fiberglass yacht was built for a knowledgeable yachtsman & finished to the highest standards by world renowned craftsmen. Interior highlights include all the options and amenities you would usually expect in a much larger vessel. A sleek design & walk-around decks add to her overall comfort & with 540hp CAT's, 2 gensets and a large array of modern electronics, she cruises easily in stabilized comfort and is truly classified as a world class yacht. Call **HMV** for more details on layout and specifications.

95' MOTORYACHT 1990



This statey yacht was built to ABS standards & features an on-deck master suite, 2 spacious guest staterooms and many custom features. Her tank hsted hull has increased range, speed, seakindness and reduced bow wake. With a 5,000 mile range, she qualifies as a true little ship offering world range capabilities and the best that can be offered in electronics and options. Please contact **HMV** for more information on this elegant Motoryacht.

123' BROWARD 1987



Pure **Broward** pedigree & superior performance truly shines through in this world range motoryacht. Interior accommodations include a luxurious master suite, 4 guest staterooms & crew accommodations. Additional highlights include a white ash interior & full width salon. Many upgrades were completed in 1992 including new DDEC 16V921A's & a host of state-of-the-art electronics. Please call **HMV** for more information.

FEATURE MATTERAS MY



ALAYA LAUREN is a 1982 61' Motoryacht that has been completely redone. With 12V711's, she cruises effortlessly at 18 knots in stabilized comfort. Her luxurious interior is totally customized and can accommodate 10 owners & guests comfortably. This is by far the best priced 61' Matteras available at this time & the owner is forced to sell due to a change in plans. Asking \$475K 70' 1983 Matteras CMV 12V711's, great value. \$549K

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1990 CRESCENT BEACH 93' RAISED PILOTHOUSE MOTORYACHT

Four stateroom motoryacht, perfect for the charter business. Interior looks virtually un-used. Low-time engines. All you need are some "toys" and she is "ready to go". Super clean modern-style light and bright interior. Try \$3,000,000.



1989 93' CRESCENT BEACH AFT COCKPIT MOTORYACHT

Built for French tax-subsidized charter program, but was barely used (990 engine hours). Full width master S/R, two guest S/Rs plus crew's quarters. Twin 1080 HP Detroit diesels, twin Northern Lights 43 KW gensets, Naiad stabilizers, watermaker, U.S. duty paid, Sat-Com, 120V/240V systems. Built to A.B.S. specs. For immediate sale at \$2,290,000.



1988 SPARKMAN AND STEVENS 98' CUTTER

Four identical staterooms make this a great charter boat. 300 HP Cat diesel, bow thruster, Robertson Autopilot, Furuno radar, EPIRB, two Onan 25 KW generators, two life rafts, hydraulic furling, Novamarine hardbottom dinghy, top quality hardware. Only \$1,848,000.



1991 DYNAMIQUE 58' CUTTER

Large owner stateroom aft with queen island berth plus three guest staterooms. Twin 60 horsepower Perkins diesels and Profurl roller furling main, genoa and staysail make her a "breeze" to sail or maneuver shorthanded. Roomy cockpit with removable hard dodger. Try \$310,000.



1991 PRIVILEGE 482 IN EXCEPTIONAL CONDITION

Nothing but "smooth sailing" in this four stateroom gem. Private owner with same crew maintaining the boat since new. Never chartered and in splendid condition. Twin Perkins 60 HP diesels, air, watermaker, jet ski, Zodiac. Hard-bottom with 40 hp Yamaha. \$375,000.



1993 BENEteau 62 PERFORMANCE CRUISER

In a special charter management program where we pay all the expenses for three years while in the Caribbean. Four staterooms with ensuite heads/showers and separate crew's quarters. Autopilot, 12V/24V/110V/220V systems, 15 Kw generator, inverter, profurl roller furling, air conditioning. You can't beat this price! \$450,000!



1990 72' SLEEK & FAST MODERN CRUISER

Built by the world renowned C.N.B. of France in alum. offering 3 dbl. stms. + crew. Large airy main saloon w/abundant natural light. Large Mid-ships lounging cockpit for "Al Fresco" dining & aft steering cockpit. Offered at \$1.3M. Not for sale in U.S. waters.



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FIBERGLASS MOTORYACHT 130' HATTERAS, NEW CONSTRUCTION, BELLINI OWNER WILL TRADE

The largest Hatteras fiberglass yacht built is now being offered for sale exclusively through this office. This yacht is due for delivery Jan. 1, 1995 and can be customized to your specifications. Main engines of 2400 HP each (GM 16V149) will produce speeds in the mid 20 knot range. This unusual offering is being sold with all new warranties. The owner will consider taking smaller vessels in **TRADE**. For full details contact Chris Daves, **CENTRAL AGENT**.



21' 1986/90 ALUMINUM MOTORYACHT, TOPSY IN EXCEPTIONAL VALUE

Without a doubt, one of the finest aluminum yachts ever built in the U.S. Originally built for a large U.S. corporation - later modified & built for another large U.S. corp. Every conceivable improvement made throughout her life without regard to cost. MTU diesels provide 8 kt. cruise. 3 Northern Lights gen sets under Cockpit sole provide triple, quiet electric. Accommodations for 6 in owners' party in 3 dbl. Cabins. Ideal for Mediterranean with walk-around decks. \$4,500,000. Contact **CENTRAL AGENT Chris Daves** for photos and details.



120' BROWARD 1993, SEAHAWK OWNER WILL TRADE

This versatile yacht offers 5 guest cabins plus a huge master on main deck - all w/en suite heads. **SEAHAWK** is equip. w/state of the art electronics, Detroit Diesel 16V92 DDEC s & Matrix 2,400 gpd water-maker. Cruises at 20 kts w/11,000 gal. fuel capacity. You will not find more boat for the money anywhere! Price \$6,695,000. Location - Ft. Lauderdale. Contact **CENTRAL AGENT Chris Daves**, for more details.



2' BROWARD 1990, CASCADIA FIRST TIME OFFERED

CASCADIA has spent most of her life in Lake Michigan and her condition shows it. This spacious yacht is in impeccable shape. **CASCADIA** was the first 90' class Broward built until just recently. This one owner Broward features a huge Master Stateroom with two Guest Staterooms and a spacious Flybridge, which can seat up to 35 guests. Located in Ft. Lauderdale to be sold. Contact **Chris Daves, CENTRAL AGENT**. \$2,895,000.



131' LEADSHIP 1985, VICTORY LANE OWNER WILL TRADE

An excellent example of Dutch Craftsmanship. This magnificent yacht has recently undergone an extensive refit including fresh paint, fresh interior decor, updated electronics and a new VIP suite on the boat deck level with fabulous views. This yacht is ready for immediate delivery and the owner will consider **TRADES**. Price \$8,900,000. Location - Ft. Lauderdale. Contact **Chris Daves** for details.



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60' PJ/FRERS/ALDEN CUTTER. This world cruiser has it all. 3 staterooms, 8' draft and hydraulic winches. Typical PJ finish of a John Munford interior design, combined with knowledgeable ownership.



49' HINKLEY KETCH which had a major rebuild in 1992-93, that included new engine generator, electronics, etc., etc. Great cruising accommodations include two double staterooms, each with bath. **CENTRAL AGENT.**



MAJOR REFIT COMPLETED IN 1993! 3 owner's staterooms, each with ensuite bath. New teak interior, decor, electronics, engine and deck. Beautiful condition maintained by 2-boat owner. **CENTRAL AGENT.**



CUSTOM LITTLE HARBOR 60. Launched in 1992 with magnificent state-of-the-art sailhandling equipment and a superbly detailed interior. She has three staterooms, 5' draft and is ready for delivery anywhere in the world. **CENTRAL AGENT.**



64' HUNT DESIGNED ALUMINUM OFFSHORE MOTORYACHT. Engineered to cruise w/out using generator. Arrangement plan includes 4 stms, & "observatory". Large flybridge and cockpit/swim platform. New Awlgrip paint.



91' BURGER FLYBRIDGE MOTORYACHT WITH COCKPIT. Accommodations include three double staterooms with baths, plus crew's quarters for four. Flybridge and cockpit provide ample outdoor spaces and easy access to water. **CENTRAL AGENT.**



CUSTOM BUILT BY OCEAN CRUISING YACHTS, THIS 51' FIBERGLASS SLOOP has proven offshore ability and is equipped to go now. Original Owner-realistically priced by serious seller. **CENTRAL AGENT.**



57' CUSTOM FIBERGLASS KETCH. Her contemporary interior includes two double staterooms each with bath. A very well equipped cruising yacht. **CENTRAL AGENT.**



40' CUSTOM FIBERGLASS DOWNEAST CRUISER NEW SPRING 1994. Twin Caterpillar Diesels Provide Speeds to 24 knots. Teak Cockpit and Trim. Exceptionally Well Equipped and Detailed. A Special Gem. **CENTRAL AGENT.**



DELIVERED IN 1992, THIS PEARSON 39 has been meticulously maintained. Her commodious accommodations, which include 2 double staterooms, are warmly finished with teak paneling. Realistically priced. **CENTRAL AGENT.**

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53' HATTERAS EXTENDED DECKHOUSE, 1984. Recent refit includes major rebuild of Twin GM8V71-Ti's, December 1993. Stabilized with every conceivable extra, she is truly a very special yacht. **CENTRAL AGENT.**

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131' FEADSHIP. 27' Beam; 7' 8" Draft. Built in 1985 and completely restored to pristine condition in 1994. Sleeps 8 owners/guests in 4 cabin. She shows like new and is fully equipped with all the extras. For full details or to view, contact **WHIT KIRTLAND**.



87' LONG RANGE OCEAN GOING M/Y. Sleeps 6 in 3 stms, all w/ensuite bath, plus 5 crew. Full walk-around decks, Twin Gardner Diesels, 3 gens, and currently in Lloyds 100A1 + LMC class. Meticulously maintained. Asking \$950,000. For details contact Central Agent **WHIT KIRTLAND**.



65' FLORIDA BAY COASTER 1988. 20' Beam; 4'6" Draft. Cruis @ 9.2 knots with T-3208 Cat diesels. Sleeps 6 owner and guests in 3 S/Rs all ensuite, plus 2 crew. Completely equipped incl. bow thruster and full size Jeep. For detailed listing sheet, contact Central Agent **WHIT KIRTLAND**.



38' SEARAY SUNSPORT 1993. Sleeps 4. Twin Magnum 502's, generator, air conditioning, radar, GPS, autopilot, Chart Nav, enclosed radar arch, stand up headroom. Transferable warranties through October 1998. Sistership photo. Contact Central Agent **WHIT KIRTLAND**.



54' OCEAN ALEXANDER 1989. Twin GM 6-71T 450HP Diesels and 15KW Westerbeke - all with low hours. Same captain since new - very well maintained. Beautiful 3 stateroom layout, high quality throughout. Galley up, two steering stations, nicely equipped. Price reduced. Located Palm Beach. Contact Central Agent **BOB ZARCHEN**.



50' NEPTUNUS 1987. Fine Dutch craftsmanship. Fast (23K) European design, ash interior, full air cond. Two centerline queen berth S/Rs w/ heads/showers. Dual steering, walk-up flybridge. Full electronics & bow thruster. TV/Volvo 350HP diesels (775 hrs) & 15KW Westerbeke (975 hrs). Located Palm Beach. Contact Central Agent **BOB ZARCHEN**.



58' MATTERAS 1973/1992. Complete refit of interior/exterior 1992 w/ contemporary decor. Beautiful 24 long main salon w/owner steering stat. Separate amidships dining salon & expanded F/B entertainment area. Two luxurious queen S/Rs w/ensuite etc. headshowers plus crew S/R GM 8V71T diesels & 1992 12KW genset. Located Virgin Islands. Contact Central Agent **BOB ZARCHEN**.



72' DEERFOOT 1985. Top quality American built ocean cruising ketch - very fast and able. Three stateroom layout with large sail room (or crew cabin), Isuzu 110HP diesel and BKW Northern Lights genset. All rod rigging, 11 sail inventory, and full equipment/electronics list. Located Ft. Lauderdale. Contact Central Agent **BOB ZARCHEN**.



63' GULFSTAR SAILCRUISER 1987. Spacious four stateroom layout with every modern convenience. Twin diesel engines. Hood electric. Stoway masts, and electric winches. Full electronics, liferaft, and Avon RIB with 40HP outboard. While hull and teak decks. Small owner's cockpit all with swim platform. Contact Central Agent **BOB ZARCHEN**.



71' TRUMPI 1947. Long established Caribbean luxury charter boat - always profitable. Three double guest S/Rs plus two double crew S/Rs. Fully equipped for continuing charter operation if desired. Twin GM diesels and two gensets (20KW & 25KW). Continually updated and in very nice condition throughout. Realistically priced. Contact Central Agent **BOB ZARCHEN**.



62' NAUTICAL KETCH 1985. Solid American built ocean cruiser. Ford Lehman 135HP diesel and Westerbeke BKW genset. Four staterooms/four head layout with beautiful wood interior. Well equipped with late model electronics and air conditioning. Full battens main with Harken battens system and round Hylafurlf genoa. Located Tampa. Contact Central Agent **BOB ZARCHEN**.



60' GULFSTAR MK1 CUTTER 1982. Four stateroom, four head/showers layout - ideal for charter. Refit 1991 included complete awlrig, new 12.5 KW genset, new watermaker, new Hood main and genoa, and new 14' Achilles w/40HP OB. Contact Central Agent **BOB ZARCHEN**.



62' NAUTICAL CUTTER 1985. Four stateroom layout, blue hull, teak decks. Hood electric. Stoway main, Hood Seafoam 120% genoa (and 155% M/Vari) plus staysail, storm jib and MFS. All solid stainless rod rigging, 15KW genset and air conditioning. Very fully equipped. Located Miami. PRICE REDUCTION. Contact Central Agent **BOB ZARCHEN**.

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This proven offshore ketch recently cruised the Pacific Coast from Alaska to Mexico, and is now in the West Indies. A one owner yacht, in immaculate condition. Three S/Rs with heads ensuit. 3 crew cabins with 2 heads & drier. Full A/C. Hydraulic furling sails & winches. The best yacht of her type available worldwide. Also available for charter.



1983 ALDEN 75 CB KETCH

An offshore cruising yacht that can take you into shoal waters as easily as around the world. Built by PJ in aluminum with teak decks. All teak interior with queen centerline berth in owner's cabin aft. Accommodations for 6 in owner's party, 4 in crew. Owner has new yacht on order and is encouraging bids.



80' FRERS P.J. ALDEN WORLD CRUISER

Built in 1990. Testable, elegant interior by John Munford. Best equip. incl. Volvo main engine w/Hundstad CP prop, Northern Lights gen. Barent hydraulic winches. Racked retractable bow thruster. Offshore spars, etc. Highly recommended and seriously for sale. Owner has new yacht under construction.



73' FRERS

The IMS big boat champ in the Med for the past three seasons. Meticulous maintenance. Full teak interior with three private staterooms with heads ensuit. Reverse cycle A/C, gen set, hydraulic winches and furling. Seriously for sale - owner going up in size.



1986 JONGERT 85' M/Y

Finest of her type ever built. To German Lloyds full classification. Steel hull, aluminum superstructure, with teak decks. Magnificent teak mahogany joinery as only Jongert can accomplish. Full width owner's cabin aft with 2 guest cabins forward. Ideal for transoceanic passages or quiet cruising and entertaining.



1986 SEATON 56' FBG TRAWLER

Built for a knowledgeable yachtsman. A clean, functional yacht designed to go anywhere, with an elegant, comfortable interior intended to make the owner's party feel right at home. Twin GM's and stabilized. Near new condition with only 350 hours. Recently inspected and highly recommended.



1988 72' HUNT / BURGER

This yacht is a marriage of Hunt design team's experience in deep-V planing hulls and Burger Boat Company's expertise in yacht construction. Cruising speed at 18-20 knots. Maintained to a standard fitting her pedigree. Recently inspected and shown "as new". Owner has purchased a larger yacht and is a serious seller.



1986 CAMPER & NICHOLSON 58' CB KETCH

Best example of this popular design ever built. Fast and comfortable. All teak interior, 2 guest cabins forward and potential owner's cabin aft. Strongly built and equipped with the best - A/C, gen, Hood Stoway Mainmast, Lewmar electric winches, HRO watermaker, etc. Owner wants offers.

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SEQUIN 44 SLOOP

Designed by Sparkman & Stephens, this Sequin 44 is a well-built, great sailing yacht, with tremendous volume below decks. Teak decks over glass, comprehensive spars, and berthing for 8. The owners completed a six year circumnavigation in 1993 and are ready to sell.



58' SPARKMAN & STEPHENS ALUMINUM CB KETCH

Custom built by Paul E. Luke for a knowledgeable offshore sailor. Over the last three years she has been completely refitted and updated to the highest standards for the 90's. Sparkman & Stephens oversaw the project. She is a capable world cruiser and highly recommended.



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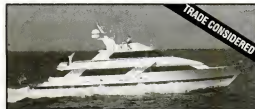
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OWNER'S AGENT

116' NORSHIP HI-SPEED MY 1992
...jet driven, Like New, spectacular vessel...



TRADE CONSIDERED

110' DENISON 1987
...on-deck master SR, sky lounge, refit '92...



HATTERAS COCKPIT MOTORYACHTS
80' 1991, customized, like new, ready
70' 1988, galley up, VIP guest, TRADES
67' 1988, galley down, X-clean, good price



OWNER'S AGENT

61' HATTERAS MOTORYACHT 1981
...unique 5 stateroom layout, shows like a new boat...



CENTRAL AGENT

PRODUCTION SPORTFISHERMEN
52' HATTERAS ... '86, Galley up, 1/2T, X-clean, low hrs.
48' VIKING ... '86, Galley up, low hrs., hardtop, fast
44' OCEAN ... '88, custom single SR, a jewel
58' HATTERAS YF ... '73, project boat, try \$220K
46' POST ... '90, majored GMs '94, immaculate
65' HATTERAS ... '91, 16V92s, under \$1.2 mil



WORLD CLASS MOTORYACHTS
130' CHRISTENSEN MY 1989 ... 5 staterooms
146' FEADSHIP MY ... 5 SRs, good value!
125' CHRISTENSEN MY 1991 ... exceptional
127' DELTA MY 1989 ... long range, fairly priced
85' JONGERT MY 1986 ... beautiful, long-range



OWNER'S AGENT

BROWARD MOTORYACHTS
124' 1987, 4 SRs, 16 DDECs, impressive
98' 1985, recent surveys avail, only \$1.65 mil!
96' 1988, cockpit model, outstanding
90' 1990, CAT power, Puleo interior, value



CENTRAL AGENT

BURGER MOTORYACHTS
87' 1987, MTUs, maple interior, painted '93
76' 1990, CAT power, like new-immaculate
67' 1970/88, repowered, gorgeous FB cruiser
64' 1990/93, new CAT power, bristol, value

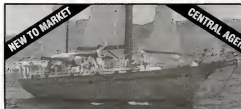


CUSTOM SPORTFISHERMEN
63' T&D/MERRITT ... '91, 3 SRs, outstanding
57' CUSTOM CAROLINA ... '89, 3 SRs, refit '94
44' RYBIVUCH ... '60/'92, tower, new GMs, try \$115K
44' GARLINGTON ... '92, express 'day boat', FAST!
41' CUSTOM GOODLAND ... '94, full warranties, TRADES
41' RICKY SCARBOROUGH ... '84, great boat, great price



OWNER'S AGENT

130' DANISH-BUILT SCHOONER 1990
...like new, computerized, 7 SRs, possible TRADE...



NEW TO MARKET CENTRAL AGENT

75' NEW HORIZON/FORMOSA 1982
...original owner, refit '93, great charter layout...



CHOICE OF 3 OWNER'S AGENT

58' HATTERAS LRC 1980
...6V71s, new generators, new electronics...
Also: 61' CHEOY LEE LRC, 1983 - ask \$475K



CENTRAL AGENT

47' ATLANTIC MOTORYACHT 1992
...6V71T1 - only 300 hrs., loaded, BETTER than new!
Also: 45' CARVER/CALIFORNIAN 1990 - offers



CENTRAL AGENT

BERTRAM SPORTFISHERMEN
42' ... 'choice of 3, rigged & ready, from \$139K
43' ... '88, galley up, oak interior, TT, bargain!
46' ... '87, galley up, 1/2T, buy under \$300K
50' ... '89, galley down, M.A.N. power, under \$600K
60' ... '93, better than new, hi-perf GMs, avail. NOV

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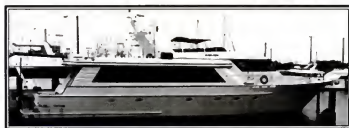
49' HATTERAS COCKPIT TRAWLER

Twin Detroit Diesels, 2 gen sets and stabilizers make this quality, comfortable yacht an ideal owner operated vessel. She has just returned from a trouble free 3000 mile trip and is ready to go again. Recently refit and redecorated. CENTRAL AGENTS.



70' HATTERAS GALLEY UP MOTOR YACHT

1980, 1871 beam, stabilized. Spacious 3 stateroom layout accommodates 8. Enormous aft deck with wet bar. Crew accommodations for 6. Low hour 12V71T's make her an EXCELLENT VALUE asking \$699,000. OFFERS ENCOURAGED. CENTRAL AGENTS.



92' CRESCENT BEACH MOTOR YACHT

LOVELY, LOW MAINTENANCE, all fiberglass exterior yacht. Her nearly 23' beam makes for huge accommodations. She will cruise at 17 knots, has the best electronics, two desalinators, two quiet 1200 rpm generators, A/C and stabilizers. Located Fort Lauderdale, priced for below replacement.



49' TASWELL CUTTER

1990 - Superb quality, WHITEBORNE is a lovely yacht. 3 double cabins, owners and forward cabin have queen berths. Delightful bright interior, she is a joy to be aboard. Comfortable, outfitted for EASY HANDLING AND LOW MAINTENANCE. CENTRAL AGENTS.



55' RAISED PILOTHOUSE

Fast, Euro-style delivered 1990. In perfect mechanical and cosmetic condition. Excellent electronics and sound system. Watermaker, user friendly engine room, 3 ensuite staterooms large flybridge. EXCELLENT BUY AS OWNER MOVING UP. CENTRAL AGENTS.



47' BLUEWATER FLYBRIDGE

THIS YACHT IS THE ULTIMATE SOUTH FLORIDA / BAHAMAS ADDRESS (your choice). Your getaway home/office, she is equipped like a 100 footer. Immaculate condition and ready for immediate occupancy. MOVE NOW CENTRAL AGENTS.



45' HATTERAS SPORTFISH

OUTSTANDING CONDITION - REASONABLY PRICED AT \$260,000. OFFERS ENCOURAGED. Engine overhaul info documented, some warranties in effect. Pipe welders half tower, fish box, live well, freezer. Lee chair, Pupp riggers, sunshade. OWNER WANTS OUT. CENTRAL AGENTS.



55' CHEVY LEE LRMV

Virtualy "AS NEW" with total refit 1994. 4 stateroom layout, on deck galley, large aft deck & flybridge. New equip. includes: state of the art electronics, 10kw gen, watermaker, ozone system, oil changing systems & more. READY TO WORLD CRUISE. CENTRAL AGENTS.



61' TOLLY CRAFT COCKPIT MOTOR YACHT

This lovely yacht provides all the best amenities available in a motor yacht, i.e. a pilothouse, galley up, 3 staterooms, walkaround decks, cockpit deck, aft engine room, G/M engines, 2 gen sets, watermaker and Boston Whaler tender. Fort Lauderdale. CENTRAL AGENTS.



104' CHEVY LEE PILOTHOUSE COCKPIT MOTOR YACHT

1989, fiberglass, DD12V71T's with 800 hours, excellent equipment including stabilizers and bow thruster. FABULOUS INTERIOR - 5 very large double cabins plus a most comfortable crew area. Ideal for cruising the Islands or the World. Completely Awlgrip painted January '94. Ask \$2,295,000. Located Fort Lauderdale.



CT 56' KETCH

1988 boat - 1994 refit includes new wiring, new generator, all new upholstery and interior varnish. Spacious two stateroom layout with crew quarters forward. Huge galley and dinette. ST winches, RF headstall and lazy jacks. MOST SERIOUSLY FOR SALE. CENTRAL AGENTS.



LANCER 65' PILOTHOUSE MOTOR SAILER

1984 - Twin 200 Perkins. INCREDIBLY SPACIOUS INTERIOR. Huge private aft owner's suite with king bed, 2 guest cabins plus crew. These boats rarely become available. An opportunity. NEW TO THE MARKET. ASK \$430,000. CENTRAL AGENTS.



112' BRIGANTINE 1991

Modern and traditional craftsmanship are blended in this beautiful sailing ship. The best in HIGH-TECH CONSTRUCTION and modern equipment. Accommodates 15 owners and guests in approximately 1450 sq. ft. of living space. OWNER MUST SELL NOW. CENTRAL AGENTS.



58' HATTERAS STABILIZED YACHT FISHERMAN

1978 with the desirable late model flybridge. Loads of extras: 2 generators, A/C all deck, spray rails, watermaker, half tower, etc. Original teak interior. 2 BOAT OWNER WANTS SERIOUS OFFERS. ASK \$349,000. CENTRAL AGENTS.

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130' BERUMIAN RIG SCHOONER, CUSTOM BUILT 1990 IN DENMARK. SLEEPS 12 IN OWNER'S PARTY AND SEP. CREW. 1400 HP DIESELS AND 2-75 KW GEN. THIS VESSEL WITH THE MOST ADVANCED AND COMPUTERIZED CONTROL SYSTEM ALLOWS FOR MINIMUM CREW. GO ANYTIME ANYWHERE. CALL MANFRED WILICH.

124' 14 THREE MAST SCHOONER \$1,500,000



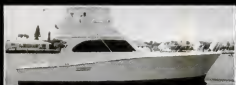
80' BURGER CPMY, BUILT 1982, 12V71T1, CRUISES AT 16 K. AFT DECK WITH COCKPIT, LARGE OWNER'S STATEROOM PLUS 2 GUEST STATEROOMS. METICULOUSLY MAINTAINED AND CONSTANTLY UPGRADED. INTERIOR IS OF QUIET ELEGANCE. CALL MANFRED WILICH.

78' '86 BURGER CPMY \$1,650,000



117' OCEAN GOING VESSEL, LARGE MASTER SUITE AND 3 GUEST STATEROOMS, PLUS SEPARATE CREW FWD. 11200 HP MWM DIESELS, 11,700 GA. OF FUEL FOR TRANSATLANTIC CROSSINGS. A REAL OPPORTUNITY. CALL MANFRED WILICH.

70' '90 VIKING \$1,595,000



1990 46' POST, 6V92T1'S, HALF TOWER, GPS, PLOTTER, A/P, 2-VHS, LORAN, COLOR FISH FINDER, THIS LOW HOUR 46 IS FISH AND CRUISE READY, ALWAYS PAMPERED BY KNOWLEDGEABLE VETERAN OWNER. THE CLEANEST ONE AVAILABLE. \$385,000.

47' '70 GRAVES \$250,000
53' '74 HATTERAS \$250,000



1982 BERTRAM 46 3F, COND. TWIN 570 HP-8V-92 T1; FAST 27 K. 685 HP ONLY 420 HRS. QUIN GEN. LUNARIE AIR COND. RADAR, LORAN WITH INTERFACE. ALL IN SUPER CONDITION.

46' '84 BERTRAM \$249,000
44' '88 OCEAN YACHT \$259,000



95' BURGER, RAISED PILOT HOUSE MOTORYACHT. THIS CLASSIC BURGER IS STABILIZED AND HAS A 3000 MILE RANGE. HUGE AFT DECK AND SALON. TWO MASTER SUITES PLUS GUEST. OWNED BY KNOWLEDGEABLE YACHTSMAN FOR OVER 22 YEARS CONSEQUENTLY RECEIVED THE VERY BEST OF CARE. EXCELLENT OPPORTUNITY \$1,250,000. CALL MANFRED WILICH.

87' '86 BURGER FBMY \$2,290,000



72' BURGER MOTOR YACHT, THIS 1972 YACHT, RECENTLY COMPLETED A TOTAL REFIT AND MAGNIFICENT DECOR. SLEEPS 6 IN 2 BUEST STATEROOMS AND LARGE ELEGANT MASTER PLUS CREW FORWARD. HUGE ENCLOSED AFT DECK; MAINTAINED BY HER METICULOUS OWNER; CRUISES 16 K. CALL MANFRED WILICH.

86' '81 BURGER MY \$1,595,000



81' BURGER PH MY, THIS 1978 SLEEPS 6 IN OWNER'S PARTY AND CREW FWD. LARGE FLYBRIDGE AND SPACIOUS ENCLOSED AFT DECK. IDEAL FOR CRUISING OR ENTERTAINING IN ELEGANT SURROUNDINGS. \$1,575,000. CALL MANFRED WILICH.

72' '80 BURGER CPMY \$2,150,000



1982-83 62' CRUISER, TWIN GM 8V92T1, LOW HOURS, ALUMINUM CONDST. THIS BOAT IS A VERSATILE PH SPORT CRUISER. ONLY PRIVATELY USED, A RUGGED, GO-ANYTIME CRUISER! OFFERS!

62' '80 PRESTIGE \$186,000
62' '86 TECHNO MARINE \$95,000



A HARDLEY USED 12 METER 41' TROJAN EXPRESS '86, T-6-71 T1'S 685 HP ONLY 420 HRS. QUIN GEN. LUNARIE AIR COND. RADAR, LORAN WITH INTERFACE. ALL IN SUPER CONDITION.

38' '81 SEA RAY \$69,500
38' '84 OCEAN ALEXANDER \$99,000



A SUPERBLY EQUIPPED 52' HATTERAS FB 5F '86, T-6V92 T1'S, COMPLETE OVERHAUL '94, PIPEWELDERS TOWER, FIGHTING CHAIR, RUPPS, 6 PERSON RAFT PLUS TOP ELECTRONICS. BEAUTIFULLY MAINTAINED. ASK \$380,000.

54' '86 WHITTAKER \$249,000
55' '86 CUSTOM BURGER \$349,000



48' HATTERAS MY 1981, GM 6V92 TA, A FINE EXAMPLE OF ELEGANCE AND QUALITY AT OUR DOCKS IN PALM BEACH. \$345,000.

48' '87 CHRIS CRAFT \$249,000
55' '72 CHRIS CRAFT \$169,000



HATTERAS 58 - '78 motoryacht with lots of upgrades since 1991 including new canvas, furniture, and carpet. Has Air Seps, Cablemasters, 2 generators, electric dinghy davit, custom radar arch. \$380,000



OCEAN 53 - This model is extremely popular due to its exceptional speed and remarkable roominess. Has 4 staterooms plus a huge salon and enclosed aft deck. Priced to sell promptly. \$450,000



PILGRIM 40 - This salty looking model always draws admiration wherever it cruises. A great retirement, live aboard yacht with single 100 HP diesel, generator, air cond., bow thruster, dinghy davits. \$115,000



MED YACHT MONTECRISTO 56 - '88 model with popular two salon layout and precise sundeck hull configuration. Inventory highlights include Wagner autopilot, full electronics for both helm stations. \$400,000



CHEOY LEE FAST 48 - Twin J&T 450 HP turbocharged diesels can drive this good looking, contemporary motoryacht at 25 knots. Clever layout has 3 staterooms, two extra single berths plus main salon. \$199,900



GRAND BANKS 36 - '87 classic trawler with a very efficient single Caterpillar 3208 diesel, bow thruster, 4 KW generator, central air conditioning, full bridge enclosure, 8' f.g. dinghy on chocks. \$179,500

POWER YACHTS

62' PACEMAKER motoryacht, '78	389,000
81' HATTERAS FBMY, '82	475,000
56' OCEAN cockpit MY, '91	535,000
55' OCEAN sportfish, '90	449,000
53' HATTERAS FBMY, '75	255,000
53' HATTERAS FBMY, '84	395,000
52' SEA RANGER cockpit MY, '88	235,000
50' CHRIS CRAFT 500, '89	375,000
50' MARINE TRADER trawler, '82	215,000
49' GRAND BANKS trawler, '88	450,000
47' LOWLAND steel twr	249,500
47' TRADEWINDS sundeck, '86	175,000
46' GRAND BANKS trawler, '88	385,000
46' JARVIS NEWMAN sedan, '86	410,000
46' POST convertible, '88	309,000
46' UNIFLITE FBMY, '84	225,000
44' SEA RAY sundeck, '89	169,000
44' TROJAN FBMY, '81	149,000
43' GULFSTAR MK II trawler, '75	89,000
42' WELLCRAFT San Remo, '89	189,000
42' BRUNO & STILLMAN sedan, '75	97,500
42' GRAND BANKS Europa, '87	259,000
42' HERITAGE EAST sundeck, '89	175,000
41' MARINETTE FBMY, '88, alum.	139,900
41' SILVERTON sundeck, '90	159,000
38' CARVER sundeck, '87	125,000
36' MAINSHIP sundeck, '88	79,800
36' UNIFLITE sundeck, '84	69,700
35' EGG HARBOR FBMY, '87	130,000
35' SENATOR sundeck, '87	89,900
35' TROJAN 10.8 meter, '90	119,000
34' MAINSHIP sedan, '78	39,900
32' CARVER sundeck, '84	49,500
31' BLUE SEAS downeast sedan	59,500
31' NORTH COAST express, '89	85,000
31' TIARA express, '88	74,800
26' NORDIC trawler, '86	49,500

Alan Hamerstrom
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62' TRUMPY MOTORSAILER - A rare and beautifully built Trumpy motorsailer, built shortly before the yard closed. Her 320 HP diesel and 1250 gallons of fuel allow this yacht to do real world cruising. \$275,000



HANS CHRISTIAN 48 - A meticulously maintained and magnificently equipped ocean voyaging cutter. Luxurious interior with a spacious aft cabin and cozy main salon. Outfitted for living aboard. \$339,000



TATOOSH 42 - Regarded by those who know this model well as one of the finest performance cruisers Bob Perry ever designed. Very efficient hull shape. This may be the best equipped of its type. \$135,000



TAYANA 55 - This '84 cutter is sitting right here in Annapolis awaiting a new owner. Outfitted for long range cruising with Beaufort liferaft, Zodiac inflatable dinghy, SSB, autopilot, SatNav. \$250,000



CARDINAL 46 - Sleek and lovely, this fast classy looking '87 sloop should appeal to anyone who takes pride in the way his yacht looks under sail. Has Max Prop, 7 sails, air cond., aft cabin. \$155,000



NAUTICAT 40 - A truly remarkable little motorsailer with a very efficient hull shape for swift sailing combined with an amazingly roomy three cabin layout. Fine visibility from both helm stations. \$169,000

SAILING YACHTS

63' WELLINGTON ketch, '82	299,000
54' ALDEN ketch, '86	575,000
53' PEARSON 530, centerboarder	250,000
52' IRWIN ketch, '84	179,000
47' HYLAS sloop, '89	192,500
46' DURBECK ketch, '78	160,000
45' HERRESHOFF cat/ketch	149,000
44' NORSEMAN 447 sloop, '89	287,500
43' CHEOY LEE motorsailer, '83	145,000
43' ENDEAVOUR sloop, '78	104,500
43' SWAN 431 sloop, '78	165,000
42' ENDEAVOUR sloop, '85	119,000
42' PEARSON 422 sloop, '85	119,900
42' PEARSON 424 ketch, '80	90,000
41' C&C 41 racer/cruiser, '84	79,500
41' MORGAN O.I. 415, '78	62,500
41' SIGMA sloop, '85	95,000
40' KALIK sloop, '82	65,000
40' NORSEMAN sloop, '87	179,000
39' CAL MK II sloop, '79	79,000
39' HANCOCK SOLER sloop, '84	111,000
38' ALPA sloop, '76	46,000
38' STEEL world cruiser, '89	180,000
38' CATALINA sloop, '79	42,500
38' ENDEAVOUR c.c. sloop, '85	87,500
38' MARINER pilothouse, '80	63,500
37' SABRE sloop, '88	139,000
37' FARR racer, '83	49,000
36' CABOT cutter, '75	49,500
36' JEANNEAU Sunshine, '86	72,500
35' C&C Landfall sloop, '84	58,000
35' C&C MK II sloop, '85	61,500
34' C&C sloop, '89	89,500
34' ONCELO sloop, '85	52,500
31' BRISTOL 31.1 sloop, '84	59,500
31' TARTAN sloop, '89	89,500
31' TASHIBA pilothouse cr., '86	83,500

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MEMBER



featured listing

74' COCKPIT MOTORYACHT

The "Blow Out" is a 1992 Hatteras cockpit motoryacht with bow thruster, stabilized and tournament rigged!

BEST OF BOTH WORLDS



58' HATTERAS CONVERTIBLE - 16V92's

This original owner 58 is stabilized and has an enclosed bridge. This 1992 is the **BEST ON THE MARKET**



50' HATTERAS CONVERTIBLE - 1982

This 50 has been recently updated by a knowledgeable owner to look like a late model 52.

SERIOUSLY FOR SALE!



60' HATTERAS CONVERTIBLE - 1978

Cleanest 60 Hatteras on the market! Refit recently by a serious fisherman and Captain maintained!

TURN KEY YACHT!

BROKERAGE

70' Hatteras MY - 88, original owner, Like New!
111' Excursion Yacht - Coast Guard Certified 149
61' Buddy Davis - SEVERAL AVAILABLE!
72' Bertram Sportfish - 1990, low hrs. **DEAL**
112' Hatteras Motoryacht - 1994, We Sold NEW!

NEW INVENTORY

- 65' Hatteras Convertible - custom, 4 staterooms.
- 50' Hatteras Convertible - OFFERS encouraged!
- 43' Viking Express - 30+ knots, walk-in engine room.
- 46' Bertram Sportfish - Hot New Model!
- 30' Bertram Mobbie - It's Here!

*If you want to **SELL** your yacht
LIST WITH US!*



54' BERTRAM CONVERTIBLE - 1987

"PERRENIAL" is in Rolls Royce condition with updates that make this sportfisherman like new. **OWNER WANTS OFFERS!**



1990 58' OCEAN SUPERSPORT

Low Hour Ocean Yacht cruised only by her original owner and has a custom master stateroom.

ALSO: 66' AVAILABLE.



90' HARGRAVE/CHEOY LEE - 1984

4 stateroom cockpit motoryacht with custom interior and on-deck VIP suite. New generators, stabilized. **COCKPIT MOTORYACHT!**



70' HATTERAS MOTORYACHT - 1988

This Hatteras motoryacht has an extended deck house with separate crews quarters and lounge. **FRESHWATER BOAT!**

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62' FRERS/P.J. OCEAN RACING SLOOP

is proven thoroughbred has won more races than any other boat of her size in the world! She boasts a most comfortable interior layout with owner stateroom, 2 heads, and a terrific galley. Her sail and electronic equipment are the latest and best available. Her cosmetic condition is like new! Call Peter Grimm for complete details.



55 BAL TIC

PER MOON was custom crafted in 1989. A 100 HP Volvo diesel cruises her effortlessly at 8 knots. Ample fuel and water. Her accommodations plan boasts three double staterooms each with ensuite head. Her excellent North Sails inventory helped win a 3rd place in the 1993 Antigua Sailing Week. She was built for a tall owner and has 7' headroom and extra long bunks. She is in excellent condition and seriously for sale. Call Peter Grimm.



38' CARROLL MARINE/FRERS

This lightly used cruiser/racer is in South Florida and seriously for sale. Her asking price of \$99,500 is most realistic. Her sail inventory is extensive and in excellent condition and her sailing gear and electronics are also up to date. Cosmetically she is excellent and awaits your inspection. Call Peter Grimm for complete details.



TRINTELLA

Compromising quality and solid "any ocean" construction have been the hallmarks of the Trintella shipyard for over forty years. With more than 1,000 Trintellas sailing worldwide, this heralded Dutch yacht builder has the experience to build a sailing yacht that will exceed your expectations. New from 46' to 82'. Brokerage of all experienced Trintellas. Contact Joel F. Potter, Trintella's North American Associate.



90' BURGER RAISED PILOTHOUSE MY 1983

This is one of the most able motor yachts of her size, afloat today! Her economical and quiet Cummins diesels power her effortlessly at 13 knots. 6,400 gals fuel for extended range. On the main deck she has a separate dining salon, galley, main salon and enclosed full width aft deck. She has 3 very nice staterooms all with ensuite heads. She is now seriously for sale at a most realistic price. Call Peter Grimm.



76' DERECKTOR MOTORYACHT 1974

Hargrave designed. Stabilized. This fine yacht is ideal for charter or corporate use, with three equal cabins, each with its own head. Crew quarters for three. Large main salon open to the enclosed aft deck, on deck powder room, walkaround side decks, large lounge area aft of the flybridge. USCG certification in two NE cruising areas. Props recessed in tunnels for shallow water operation. Call Curt Brayer for complete details.



68' HUCKINS MY 1961

Fiberglass construction. GM12V71T1 diesels. 18 knot cruise. The master stateroom and guest stateroom are full width and the entire main deck is laid out for the exclusive use of the owner and guests. Perfect for graceful living aboard or corporate entertainment. Recently refurbished and electronics updated. An elegant yacht well cared for by her original owner and a topnotch captain. Call Pete Finley.



48' HATTERAS LRC 1977

Equipped with dependable and economical GM 4-53a, a 15 KW generator plus 4 KW cruise generator and ample inverter. Wilcox stabilizers. Bimini covered flybridge. 6-man liferaft. 13' Whaler. This is a very special custom Long Range Cruiser that affords unbelievable storage and is ideal for live aboard cruising. Two double cabins, airy salon and galley. Call Peter Grimm for complete listing and photos.



CURT BRAYER

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DONATIONS

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CALL FOR PHOTOS



SERIOUS CRUISING in comfort and safety
Built by C&C, this 67' Fiberglass World Cruiser has a low profile pilothouse and a protected aft cockpit. Easily handled by 2 people. Cat engine, powerful bow thruster, latest electronics. 4 staterooms. Proven cruising ability. **Price reduced to \$685,000.**



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JIM WEBSTER, Central Agent

J. C. MANN & Associates Inc.

Yachts of the Month

NANCY NAN V - FANTAIL



The **Fantail** started life as the ultimate cruising sailboat — then the changes started. The keel was reduced to allow entry into those favorite gunholes, the mast was shortened because of the reduced draft and then eliminated because the wind is always coming from where you are going forcing you to motor. Why bother with all of that extra rig and expense. Presto — The ugly duckling becomes the ultimate small the roses cruising yacht. A serious look at the half model looks more like a CCA sailboat than a motoryacht. She really is a full displacement sailboat with no sails. Fuel consumption at cruising speed is less than two gph. The motion of a sailboat with all of the comforts of home. Washer/dryer, air condition, heat, freezer, stall shower, 500 gallons of fuel with a range of over 2,000 miles, enclosed aft deck with settee and table, luxurious salon and gourmet galley. The pilot house is the envy on many 80 footers.

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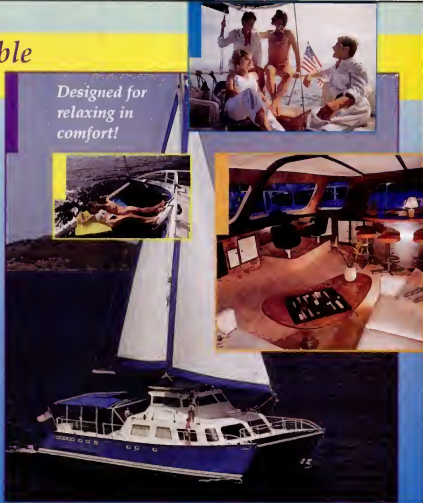
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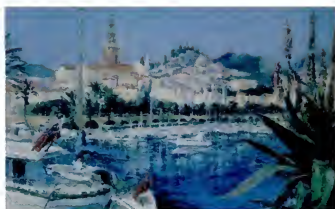
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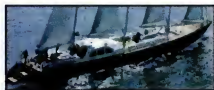
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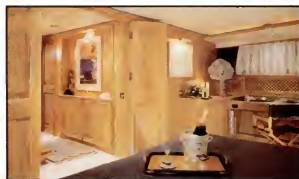
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YACHTING (ISSN 0 043-9940) is published monthly by Times Mirror Magazines, Inc., 2 Park Ave., New York, NY 10016.

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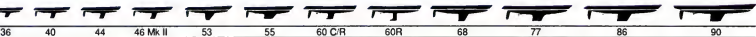
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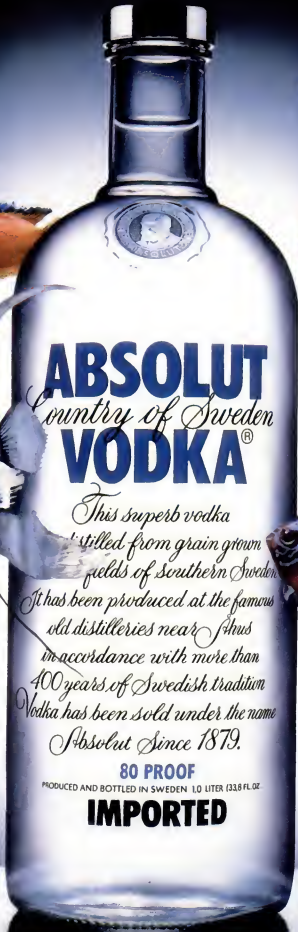


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